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289 • July 1997 • Adults Only

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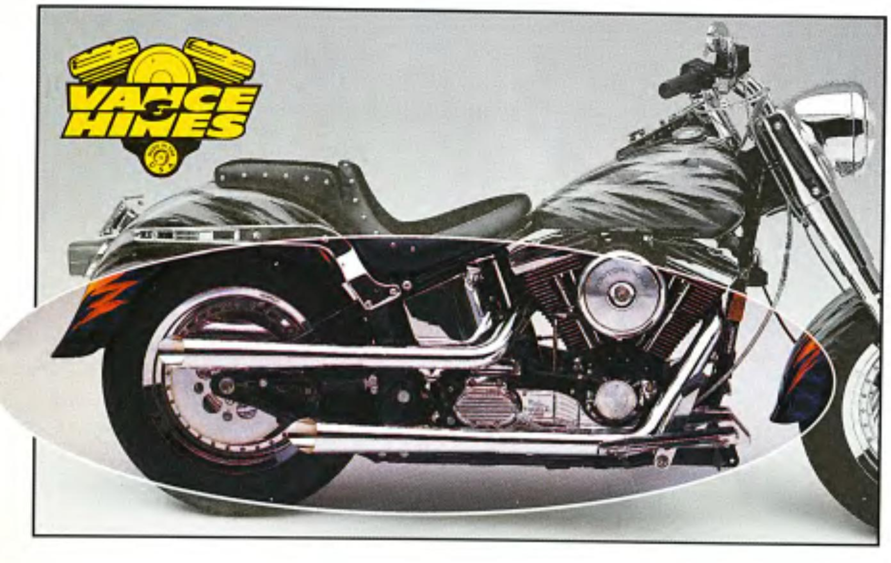

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TAKING IT EASY

Here are some weird delectables eaten in various locations around the world: a yak's lung in Tibet, a guinea pig (served head, hair, teeth, and all) in Peru, just-born mice in China, fried baby bees in San Francisco's Chinatown, 10 dry cookies and a key chain—the total of meal service on many flights within China.

Here's another outrageous lawsuit: A robbery suspect was killed by a hostage in a bar. So the suspect's family has decided to sue the bar owner, saying he failed to provide a safe atmosphere for the robbery suspect. The attorney for the bar owner said, "They're saying that the bar should have been safe for armed robbers to go in and hold hostages." (Think this mania for suing is getting out of line?)

These two guys decided to kill another guy, but their gun misfired. So they figured it was "divine intervention," and it just wasn't meant to be done with a gun. They thought for a while and decided it would be a good idea to entice some animals with the promise of a good meal—the guy they wanted to kill. They stretched him out on the ground with his feet tied to one tree and his hands to another. Then they scattered bacon around him in the hope that wild animals would eat him. But divine intervention played a part again—10 minutes after they left, he was able to free himself.

I'm not much interested in goldfish, but there *are* limits. Viewers of a public-access television program were shown some goldfish swimming around in a blender. The host of the show promised to push the puree button at 6:20 p.m. if the audience voted in favor of killing the fish. The final tally: 116 to let them live and 112 to hit puree.

These cons didn't have their shit together. Two escapees were found sleeping in a park. The cops woke them and asked where they were from. When they said "Frisco" instead of San Francisco, the cops knew they had out-of-towners (San Franciscans never call their town "Frisco"). To top it off, they were asked where they had gone to school. One said he couldn't remember; the other said he never went to school. The real clincher was when one of them gave the cops two different spellings for his last name. They were four months away from parole when they fled. A prison spokesman said, "Anyone who escapes with that little time left can't be very bright." (How true!)

A dead deer was lying on the road when a repair crew came to do some repaving. Maybe these guys had been out the night before carrying on or doing whatever street pavers do when they're having fun—it seems they paved the deer into the road.

This guy doesn't sound like a crook to me. He was sentenced to 30 months for drug charges and was released from jail due to a paperwork error. Not sure of what to do, he called his attorney but got no answer. Then he went to his attorney's office to find out how to get back in jail but was told to wait two days till the attorney returned from a trial. Being a good guy, he waited the two days. Then he and his lawyer went to the county with the problem, but officials couldn't find the records saying that he belonged in jail. Finally, he and his lawyer camped out in the office of the sentencing judge who couldn't see him because she was in court. So they went to the bailiff who couldn't tell them how to get back into jail and sent them back to the jail to find out what to do. When they got there, they had trouble finding anyone who would take him into custody. After a long wait, they finally allowed the guy to be booked back in. Understatement made by the attorney: "Obviously, there was some type of problem here."

This guy and his ol' lady were havin' a good ol' time in the sack. When they finished, his ol' lady decided that the dripping bathroom faucet was too much for her to bear any longer so she asked him if he'd do something about it (after all, he was in a very good frame of mind). So he got up, butt-ass naked, and went into the bathroom to take care of the faucet. As he was bent over with his head under the bathroom sink, his cat strolled in to see what was going on, but one sight of those swinging balls was fair game. The poor guy ended up in the emergency room having wished he'd called a plumber.

After winning £11-million ($18.6 million) in the lottery, this guy in England bought himself a luxury pad and decided he'd do whatever the hell he wanted, since he had the money to do it with. He increased his cigarette smoking to several packs a day, spent a lot of time drinking in bars, and ate all the junk food he wanted. Twenty months after winning the windfall, he died from overindulging in the "good life."

This 300-pound man floated ashore in 54-degree waters. He couldn't remember what happened or how he got there, and the doctor who examined him said, "This man's fat actually saved him from drowning or freezing to death." (Maybe it's a stretch, but if you're overweight, you might keep this in mind as a plus for your extra poundage.)

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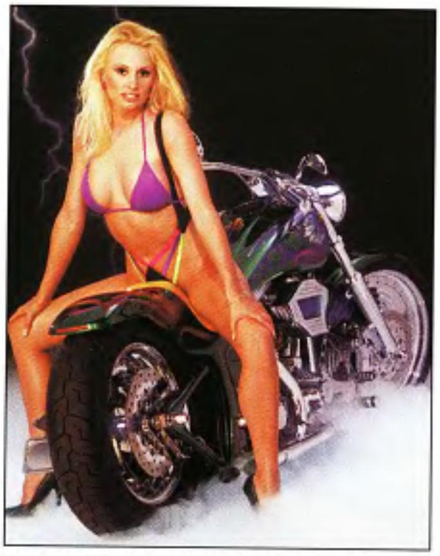


Cover photo of Mitzy on Bob Barrows' 1986 Softail Custom by Don Rogers.

FEATURES

Black Cherry Pan: Johnny Jimenez took it to the limit with Robert Madrid's '63 FLH.........10

Good Girl Gone Bad: Debbie does Minnesota on her FXR dream machine............................19

Serpentine Sled: See Julie soothe a savage beast on Mark Lonsdale's Pro Street FXR 56

Bad Ass III: Hector Sedano's Best of Show-winning Pro Street lives up to its name.........78

Luck Of The Irish: Bob Barrows' Saint Patty's Day Softail dispels the green myth................92

Back To The Future: Road testing the 1997 Harley-Davidson Heritage Springer.............145

READERS' RIDES

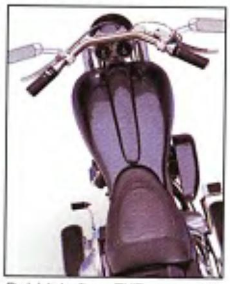
Robert Bussa and his Evo Chopper 139

Angela Cardelino and her 1989 Softail 140

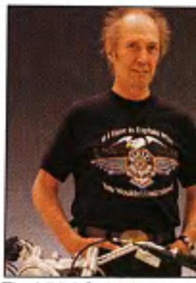
Steve Spurlock and his 1980 Shovel 141

Tan Anders and his Special Construction Sportster 142

Have a hefty slice of black cherry Pan, page 10.



Debbie's fiery FXR, page 19.

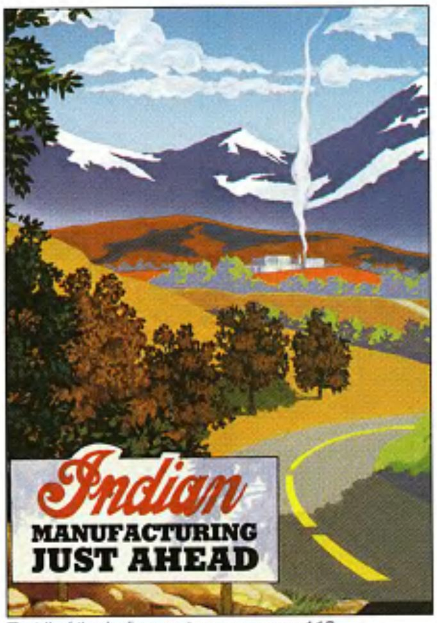


The bikin' Carradines, pa

Check out coleslaw wrestling action and a whole lot more

o cool for anything but being In The Wind.

Daytona Bike Week coverage, beginning on page 42.



Part II of the Indian controversy, page 112.

NONFICTION

Wounded Warrior: Part II of the Indian wrestling match over the rights to the legend..........112

OFF THE WALL

Win An MMI Scholarship: Change your career ... and your life. Find out how. 40

Bandit's Boob Guide: The ultimate bolt-on guide to the world's finest front ends 50

Biker Types: Snake gets the lowdown on Shovelhead Chopper Riders 110

EVENTS

Daytona Cop Week: The heat was heavy but the good times still rolled at Bike Week '97 ..42

Custom Frenzy: All the winners and action at the '97 *Easyriders* Invitational Bike Show 87

SERVICE DEPARTMENT

Need A Lift (er)?: The new Crane roller tappet for '84-and-up H-Ds 38

RevTech Brakes: Beginning mods to Oil Can's Shovel include a set of CCI stoppers........129

Bandit II Power Plant: Adding S&S inches to the project bike 132

COLUMNS

Spider 3

Short Strokes 29

Rip's Run 102

DEPARTMENTS

Wordmonger 6

Easynews...25

Hall Of Fame 26

What's Happening 34

Passin' Gas 36

Tech Letters..38

In The Wind 69

Fox Hunt 82

Fox Hunt winner Mitzy 93

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The Audit Bureau

WORDMONGER

Yes Way

This is to Boo (March '97 Wordmonger, "No Way") who thinks the Angel (pages 77 and 78, September '96) didn't get it back rubber-side down.

Boo, hoo, quit yer bellyachin', pinch it off and go learn how to ride. I've seen this bro ride a wheelie, and he's got it figured out.

By the way, is "Boo" for ugly or scared?

Moose
Serving on Guam

He's Drooling

Adriana in the November '96 issue is by far the most exotic woman I have ever set my eyes on. Every part of her screams 10. She's so hot that just being around her must seem like summer year-round. She's the hardbody of the biker world and beyond.

Your magazine should be honored to have been able to photograph such a beautiful creature as Adriana. The November issue will be a collector's item for her alone—or should be.

S. Pippin
Jamestown, California

Regards From Al

You fucking idiots—the first Knuckle was 1936 (reference pg. 38, "Knuckle Buster," April '97 issue).

Big Al
Daytona Beach, Florida

Harley's Lost

My name is Blake and I'm 14 years old. Last summer my dad and I were at Sturgis, and our Doberman ran away. Her name is Harley and she is a very sweet and good dog.

We will be back there this summer and hope to find her. Please help by writing us. Or leave a message at the Sturgis Animal Shelter.

Blake Harris
1741 Caddo
Irving, TX 75060

A $100 Bike

I really like the ECO-Matic in the January '97 issue, but who the fuck has nine grand to spend on a mini-bike? If I had nine grand to spend on a bike, it would be at least a Sporty.

Since I don't have a fucking money tree in my back yard, I built my own mini-bike. Enclosed are some pictures of my $100 bike. The motor is an 8hp Briggs that came off an old garden tiller. The rest of the shit I picked up here and there. It runs an open belt primary with a 3-speed jockey shift and kickstart that really works.

Now, I'm not knocking the little scoot, but most of us poor hardworking bastards can't afford shit like that.

Kenny Frost
Dodson, La.

Responses to Barnett's Dyna

Having just read "Short Strokes" in the March '97 issue where Bandit says, "You rang my bell ... I recognize the demand for more down-to-earth bikes ..." I turned a few pages to your "Barnett's Dyna" article and read, "a home-built custom bike made cheap." Shit, I can do a lot more with $650 than give it to Randy Simpson for a fucking dash and air dam. How about showing how to modify a rear fender instead of paying $500 for it. I'm not saying go back to the '70s and write about five-buck oil coolers or pounding '40 Ford wishbones on a stock springer, but, shit, there are enough bike magazines competing in the Arlen Ness-style look-alike contests.

You guys are better than that.

Dennis Hicok
Turlock, California

I just finished reading about "Barnett's Dyna" (March 1997). You know, "the home-built custom bike made cheap." I've got news for you. This ain't "home-built," it ain't cheap, and it ain't got any class. I don't think you understood "the guy at the bar." My sister can buy $2,340 in bolt-on shit and put it all together.

Let me try to explain what I and so many others (probably "the guy at the bar," too) are getting at. We're talking about scraping and scrounging for pieces and parts. *Making* shit fit together that ain't supposed to. We're talkin' about basket cases and junk lying around and invention and ingenuity—to come up with a rideable scoot. We're talking about a *home*-built (in the kitchen maybe) that costs as much completed as all the bolt-on junk for that Dyna. OK, OK, so maybe that's asking for a little too much with today's prices, but I hope that through the fog you can understand what I'm getting at. And I *have* seen a bad-ass chopper (that I'd be proud to ride) put together for that kind of cash—or close to it anyway, rattle-can paint and all. It *is* possible.

We wanna see some *real* bikes, not all these fancy factory bolt-on pieces of shit and outrageously priced radical customs that are worth more than their weight in gold but ain't worth a shit to all us average middle- and lower-class guys who are your readers.

Spazz
Pavilion, New York

→

Castrol

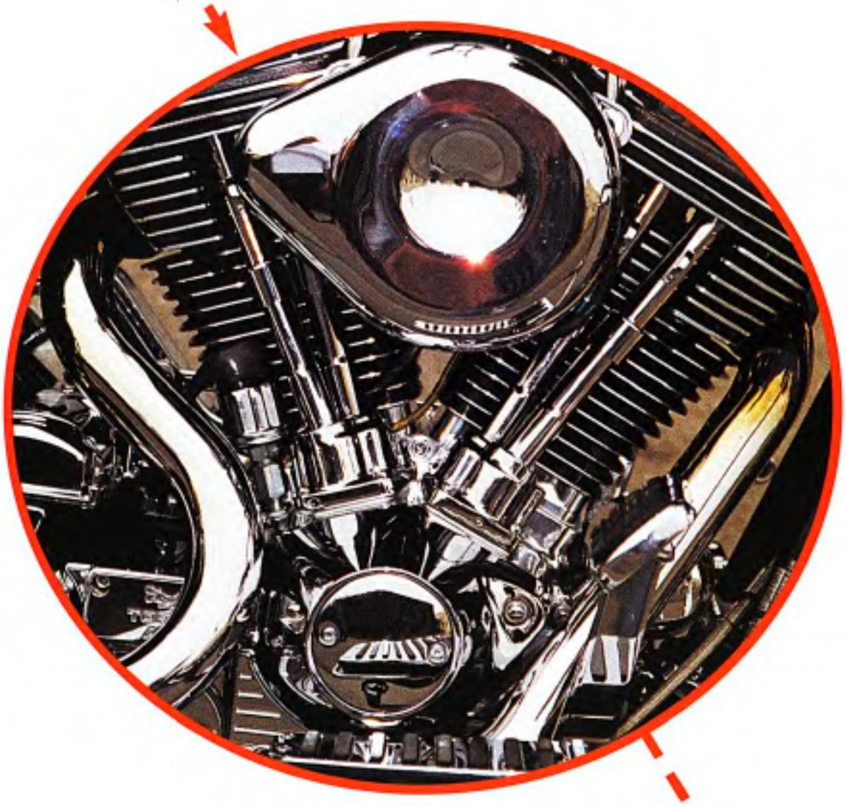

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Photo by Bill Ellis, courtesy of PPI.

Iron Horse Cowgirl

For my eighth wedding anniversary my ol' lady gave me a '91 Heritage Softail—much smoother riding than the Sportster I had. Thanks to Hacienda in Safford, Arizona, for helping to keep it a secret.

So, to give credit to my *best* ride, I was hoping you could put this picture of her lovely self with the bike in your next issue. Here's to my iron horse cowgirl—know I'm proud!

Goose
Dalhart, Texas

A Heartwarming Story

In all the years I've been riding, this was the most amazing thing I'd ever witnessed. Listen up!

Let me start by describing the event. It was January in North Carolina, about 9:30 p.m. on a dark and misty night. I was on my scooter heading for the local biker bar (Legend's Pub). I was sitting at a large intersection about seven lanes wide, which always has a lot of traffic. The light had just turned red, and I was waiting in the left turn lane when I noticed an "older than shit" cocker spaniel in the middle of the intersection. It looked to be eating road kill or something. I thought to myself, "That poor bastard doesn't stand a chance in hell."

At that very moment a fat, old dude with a beard and long hair (you know, the works), riding a bone white scooter with a severe rake, apehangers, and straightpipes spitting flames came shooting up between the lanes, against the red light, out into the intersection and fishtailing between two lanes of moving traffic. Without ever stopping, he slid sideways with his left arm stretched out. He scooped up the mutt and shot out in front of two more lanes of moving traffic, jumped the curb, and disappeared across a field.

I sat there, stunned, and watched as his blue-dot catseye taillight vanished into the mist. If I hadn't been stuck in the left turn lane, I would have chased him down, bought him a beer, and told him "that was one fucking amazing feat of cyclemanship." I figured it was the old dude's dog or he's one helluvan animal lover.

James P. Farrell
Fayetteville, North Carolina

From Russia

A couple of words about us. Our biker club is called "Highway Monsters." We've existed for five years.

One of the most famous magazines, *Easyriders*, is a big rarity in Russia. So after reading your mag, we decided to write you for a request to help us contact bikers in the U.S.

We ride different bikes: Ural, Dnepr, Jawa, Yamaha. We like rock 'n' roll, tattoos, and some charming women. Almost everyone wants to own a Harley-Davidson.

As we said, your magazine is very rare here in Russia. We love it and want to create a center for bikes—to sell bikes, spare parts, and other things. We also seek some partners and suppliers from the U.S. for serious contacts.

We have very interesting proposals and invite you to visit St. Petersburg. Also, we ask you to answer about the possibility of your cooperation.

Cowboy
Biker Club Chief
Highway Monsters
tel. fax 011-7-812-350-64-49
tel. fax 011-7-812-235-18-35
E-mail: cat@promcomp.spb.su

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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I make no apologies for my friends and their actions. In these politically correct times, it pleases me to see my buddies smoke, drink, cuss, fight, speed, and engage in all manner of behavior that society deems inappropriate.

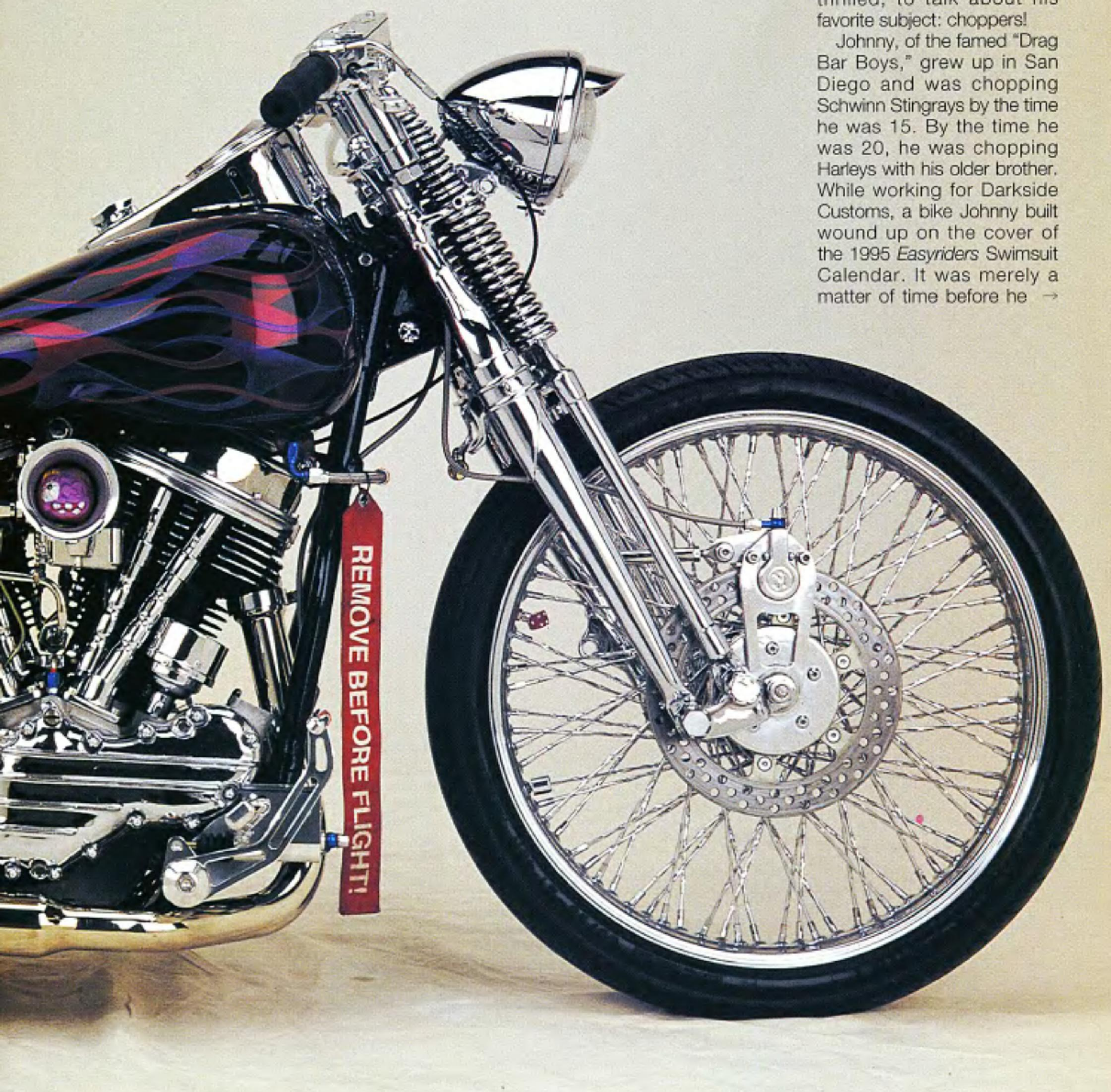
Bikers have always pushed the envelope. That bad image some people fight hard to deny wasn't some old wives' tale passed down around a campfire. The very nature of bikers to take apart our scoots and modify them is a form of arrogance—the stubborn notion that we know better than the engineers and designers what we need in a bike. That same attitude to thumb your nose at conformity, to stand alone with your back against the wall for your convictions, to question authority, makes for interesting results when two immovable objects collide—like the law and individual decisions. But it takes that kind of passion and self-confidence to build a righteous chopper.

PUSHING THE ENVELOPE

BLACK CHERRY PAN

Had Sandra, our lovely executive secretary, called a regular God-fearing, law-abiding member of the straight press, I could only imagine the horror caused when she said, "Flynch, call this guy. We've got two days to get ahold of him before he goes to lockdown for assault." But this is *Easyriders*, not Martha Stewart's *Living*. It was my duty, and a privilege. Our hero of the day, Johnny Jimenez, only two days away from two years of freedom lost, was more than happy, need I say thrilled, to talk about his favorite subject: choppers!

Johnny, of the famed "Drag Bar Boys," grew up in San Diego and was chopping Schwinn Stingrays by the time he was 15. By the time he was 20, he was chopping Harleys with his older brother. While working for Darkside Customs, a bike Johnny built wound up on the cover of the 1995 *Easyriders* Swimsuit Calendar. It was merely a matter of time before he →



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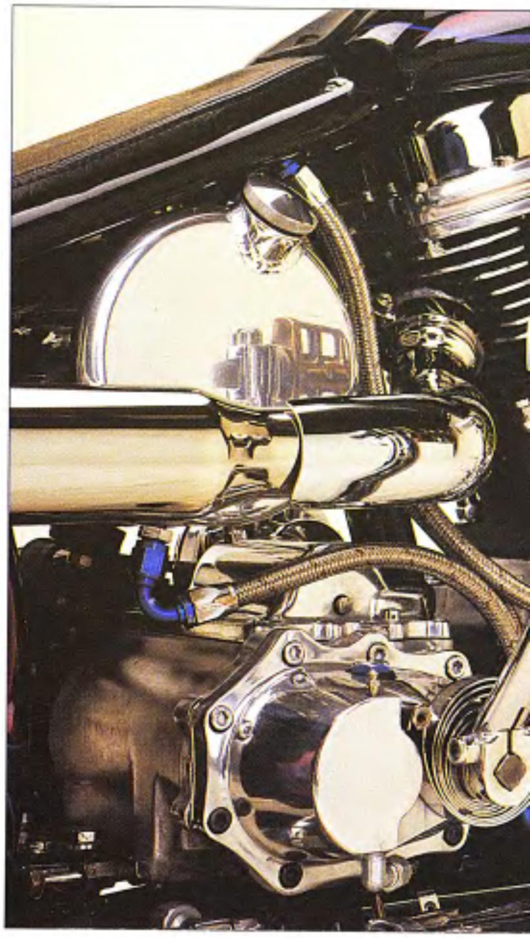
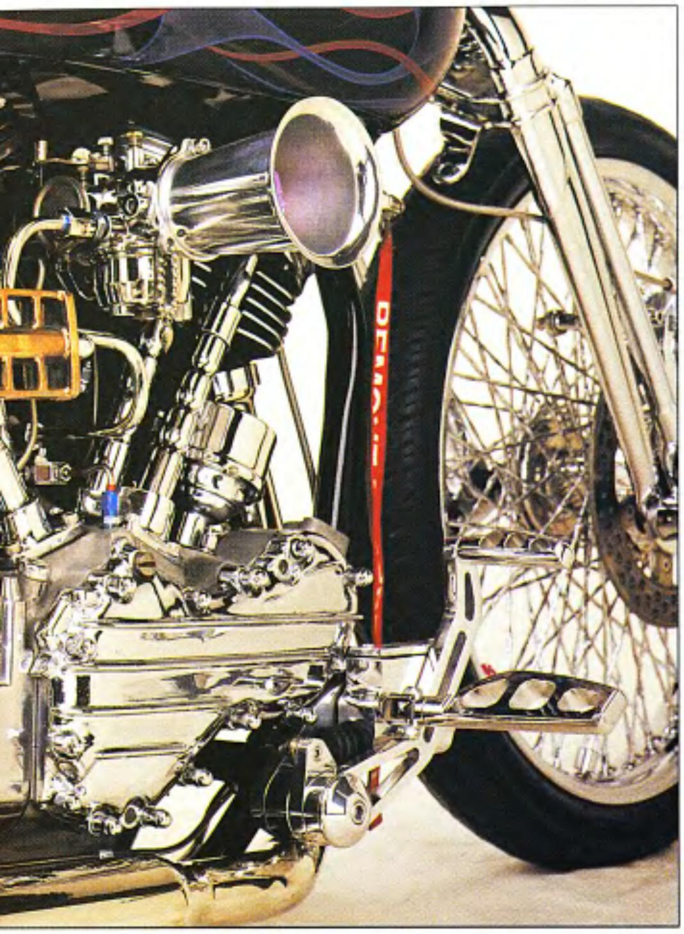
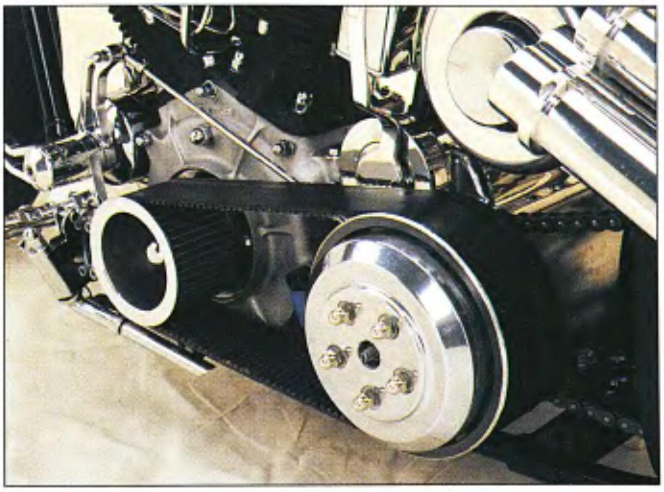
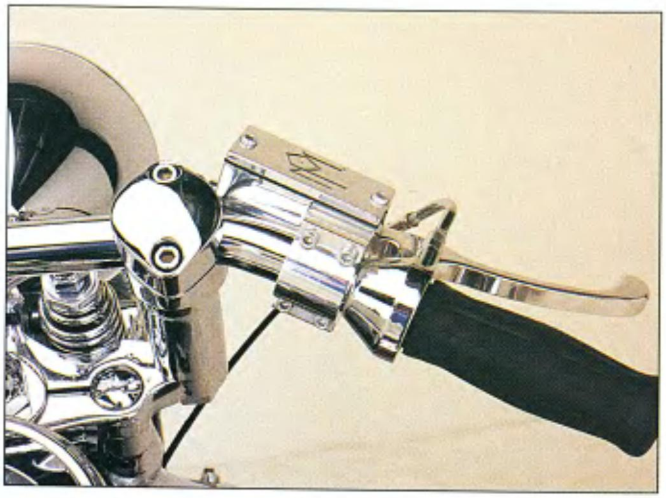






stretched out on his own and opened Johnny's Detail, where he built each bike "as it was my own. I sleep with it, it becomes one of my kids. I am proud of each bike I build." You can't fake passion like that, and it shows.

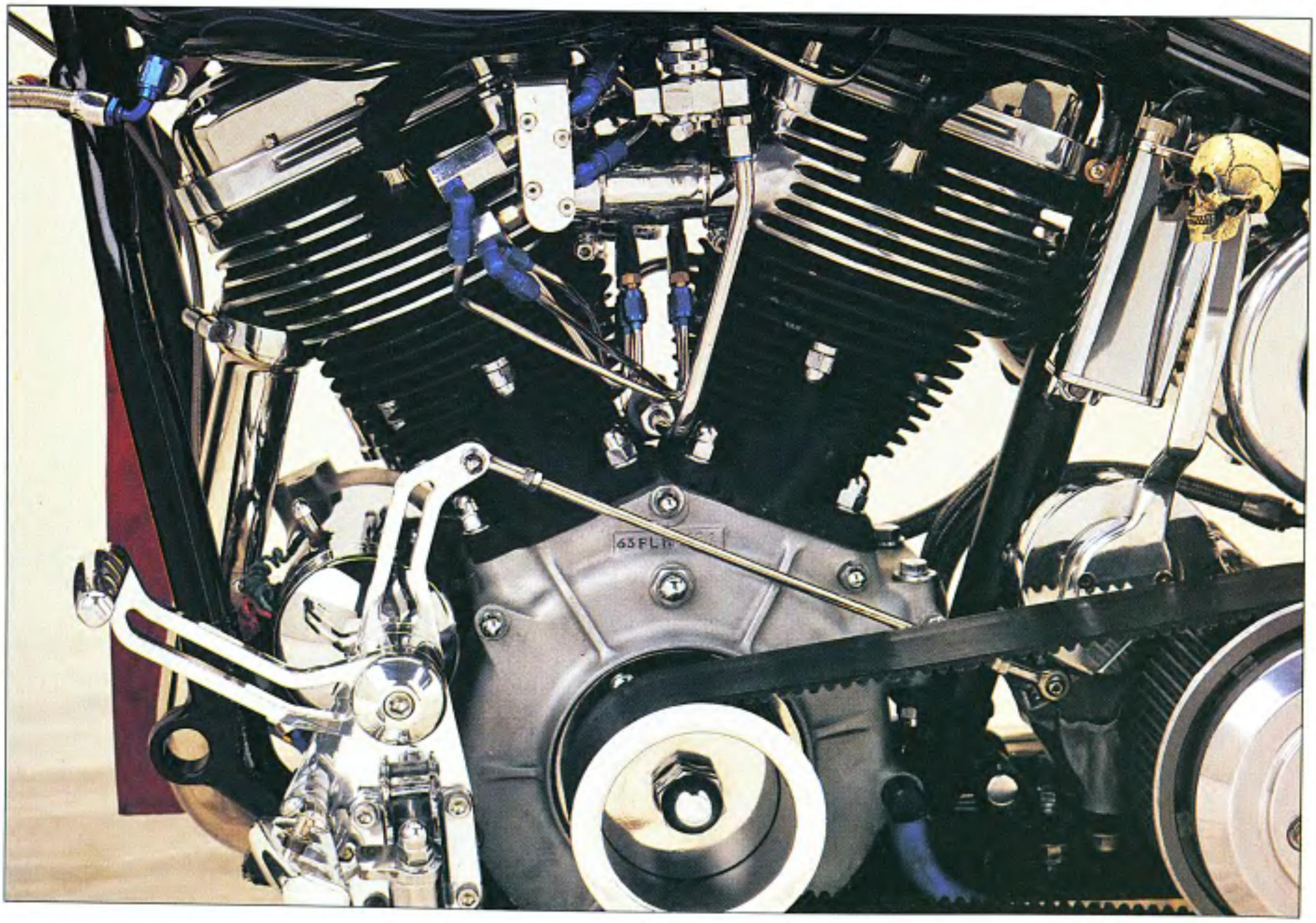
Take the '63 pictured here. It was built for Robert Madrid, but Johnny said he'd have no trouble calling it his own. Starting with a wishbone frame, he decided that he was going to build →

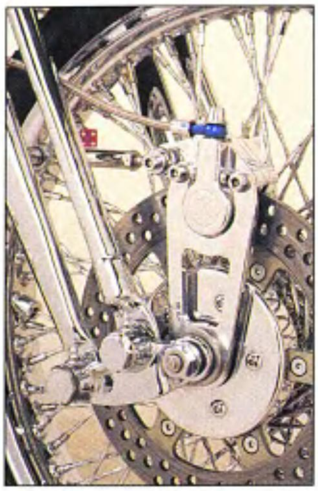


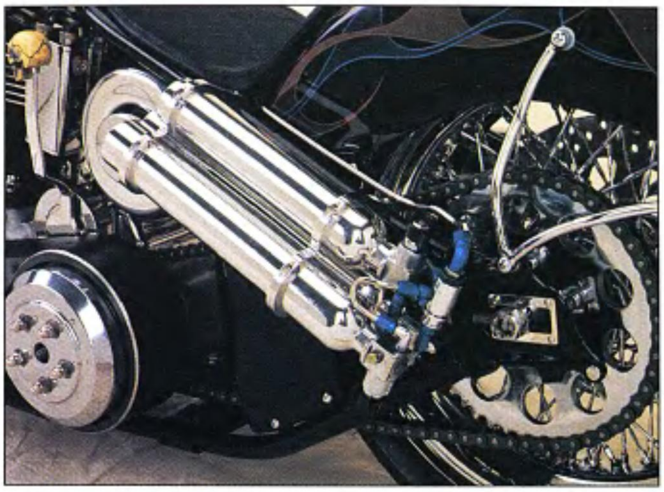
a chopper version of a chopped Stingray. He added 3 inches of stretch to the gas tanks, and a tail-dragger rear fender. In addition to the Pat Kennedy 80-spoke wheels and a 2-inch under springer, for good measure and the chance of a nuclear holocaust, he added a nitrous setup and Performance Machine brakes. Johnny designed the five sets of insane black cherry, purple, and blue flames, and had Tony at Uptown Cycles paint it, after Steve Ames molded in the rear fender. Johnny would like to thank Ron Brill of Darkside Customs for his help.

I'm glad this isn't a perfect world, 'cuz it'd be a freaking boring place. I'd rather run with the untamed, darker side of Western Civilization—those who say what they mean, and build what they feel. No apologies, no regrets.

—*Flynch*







Owners: ..Johnny Jimenez, Robert Madrid
City: ....San Diego, California

General

Fabrication: ....Johnny's Detail
Year and make: ....1963 H-D
Model: ....FLH Panhead
Value: $35,000
Assembly: ....Johnny's Detail
Chroming: ....North Co. Polishing

Engine

Year and model: ....1963 Pan top oiler
Rebuilder: ....Greg Kennedy, Johnny's
Ignition: ....Vortex magneto
Displacement: ....74 cubic inches
Lower end: ....stock
Pistons: .... .030-over
Cases: ....H-D
Heads: ....H-D
Cam: ....Andrews A grind
Carb: ....Bendix, chromed
Pipes: ....Johnny's Detail
Modifications: ....nitrous

Transmission

Year: 1963
Modifications: ....freshened up

Paint

Painter: ....Tony Madicone
Color/type: ..black cherry, candy/DuPont
Special paint: ....Uptown Cycle Design

Frame

Builder: ....H-D
Type: ....wishbone
Modifications: ....nada

Accessories

Bars: ....drag
Risers: 6-inch
Fender(s): ....8-inch taildragger
Headlight: ....'94 Springer
Taillight: ....Arlen Ness
Speedo: ....Custom Chrome
Pegs: ....Performance Machine
Electrics: 12-volt
Gas tank: ....5-gallon, stretched
Oil tank: ....Custom Chrome
Oil system: ....Darkside oil pump cover
Seat: ....Johnny's Detail
Mirrors: ....yeah, right
Grips: ....early H-D

Forks

Type: ....springer
Builder: ....H-D
Modifications: ....2 inches under

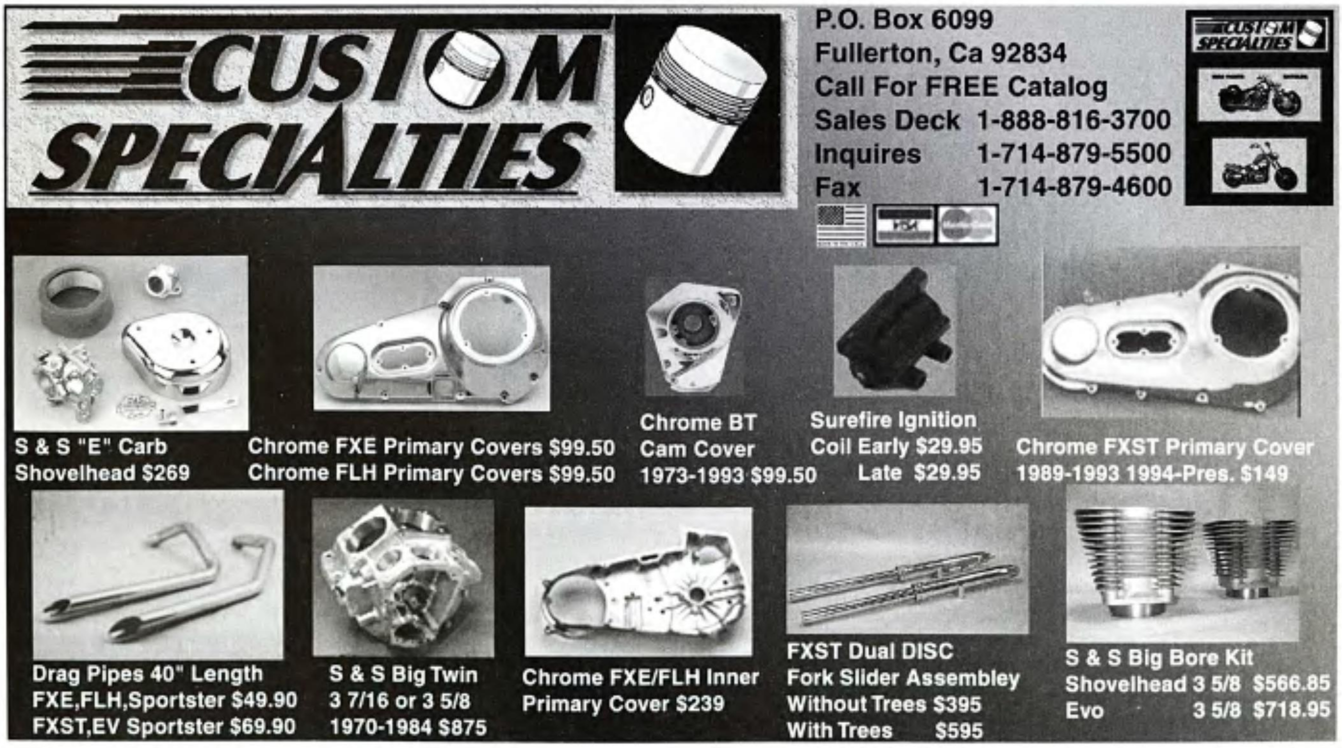
Wheels

Front

Type: 80-spoke
Size: 21-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear

Type: 80-spoke
Size: 16-inch
Tire: ....160/60 Pirelli
Brake: ..................P.M./Darkside bracket
Photos: ....John Wycoff



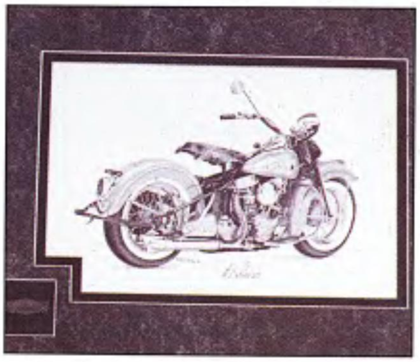
PARTS BOX

Braided Grips
OK, these grips are wild, but I'm a little leery 'cause the steel braiding isn't coated. If you have ever worked with braided steel hose, you know how uncomfortable a loose wire can be. But what the hell, they're cool and I'm sure this company feels they can control those jagged, loose wires or they wouldn't have developed the grips. For more information, wrap your hands in your thickest gloves and drop a postcard to: First Class, Dept. ER, 111 North East Ln., Peoria, IL 61611.

Dicey Shit
If you feel the way I do about dice, then anything scattered with 'em is high style. These dicey tops are wild, especially when worn by a hot redhead. In addition to girl's halters, men's Hawaiian-style shirts (up to XXXL), hats, and bandannas are also available. Pick one up before your next run to Vegas or any other gambling mecca—it may change your luck at the craps table. For more info, take a chance and drop a note to No Dice Clothing, Dept. ER, 125 Herondo, Hermosa Beach, CA 90254, or call (310) 379-4950.

Warm Suits
A couple of local riders, including Doug Ford, got together with a major wet suit manufacturer and designed light but warm and protective long underwear for riding in the cold. These suits are unbelievable and they make several models. If you're into long-distance riding in hellacious weather, this is the way to go. The combination of fleece-lined neoprene and Lycra polar/fleece is what allows the Warm Suit to offer cold weather protection to the rider while still being light enough to fit comfortably under clothing. Call (800) 555-5541.

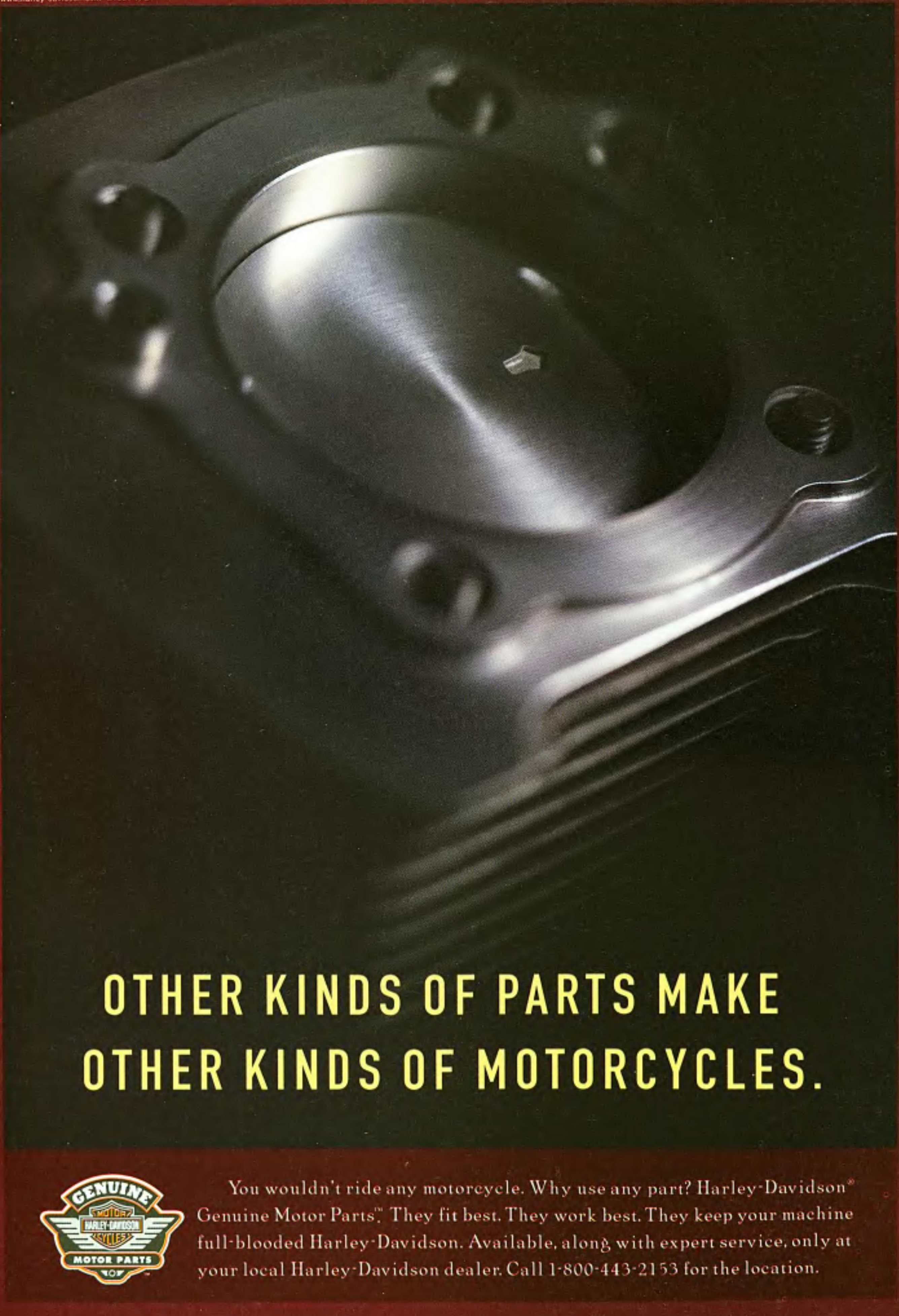
Hallcraft's Pulley
Hallcraft's Industries new rear pulley is CNC machined from true configured forged billet and features triple show chrome plating. The teeth are broached—not milled—eliminating belt shredding, and the side flanges are precision fit to attach without screws. It's available in 65- and 70-tooth sizes. For more info write Hallcraft's Industries Corp., P.O. Box 1036, Gainesville, TX 76241-1036, or call (817) 668-0771, (817) 668-0792 fax.



Panhead Tribute
While roaming the streets of Durango, Colo., I stumbled into a train store owned by an artist named Scotty. I was impressed with his work and the way he prints, mounts, and displays train illustrations. Since there were 10,000 bikers in town, I suggested he draw a Harley, and since I was restoring a '48 Pan ... well, you're looking at the outcome. To get one ($64.95 framed and mounted plus $5 S&H), write: HL Scott III, Dept. B, 3761 E. Lincolnway #149, Cheyenne, WY 82001.

Buell Exhaust System
For you Buell freaks, here's an aftermarket exhaust system built by KT Components. It's not a slip-on pipe, but a complete system designed for makin' serious horsepower. It's loud, and comes with the KT Terminator Power Flange machined from 4130 chrome-moly, providing a positive seal at the head. It terminates once-and-for-all the weak flange problems. It's a direct bolt-on. Check at a dealer or call KT Components: (714) 630-7144.

www.harley-davidson.com ©1997 H-D



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GOOD GIRL GONE BAD

This is a story of unbridled passion, the real-life results of what happens when an elegant obsession meets a lust for adventure. The facts have not been altered, and the names of the guilty remain unchanged. This is not a tale for the feeble in spirit.

Debbie Motzko harbors some deep secrets. How to stay sane during six months of bone-freezing winters, for one. How to see Sturgis in style, for another. She knows how to keep the fires burning in a long-term relationship, too. But best of all, she has discovered the secret to building a perfect bike.

Debbie's been in the saddle since she was 19. But unfortunately, since →

THE PERILS OF PASSION

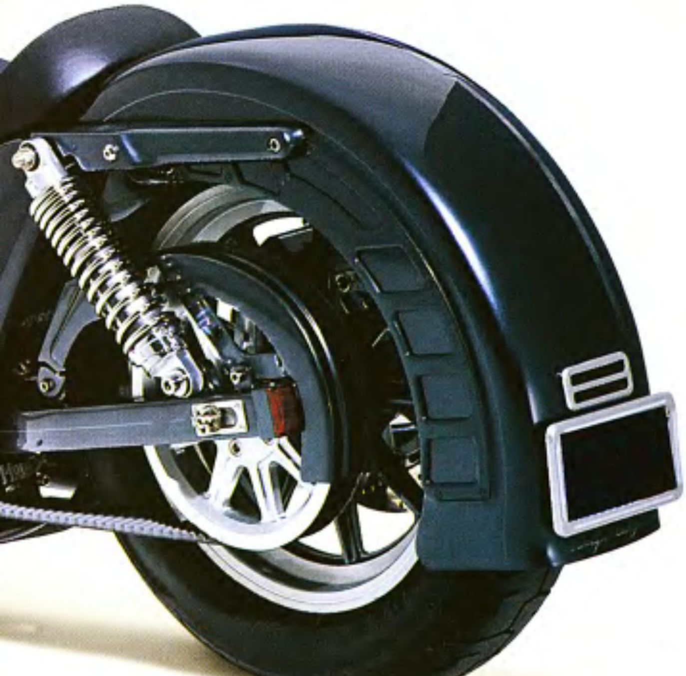
she lives in Minnesota, there are about six months when only the snowplows and 4-wheel drives rule the road. So what do you do when the blizzards send the mercury south of zero? You dig a tunnel to the garage and build your dream machine.

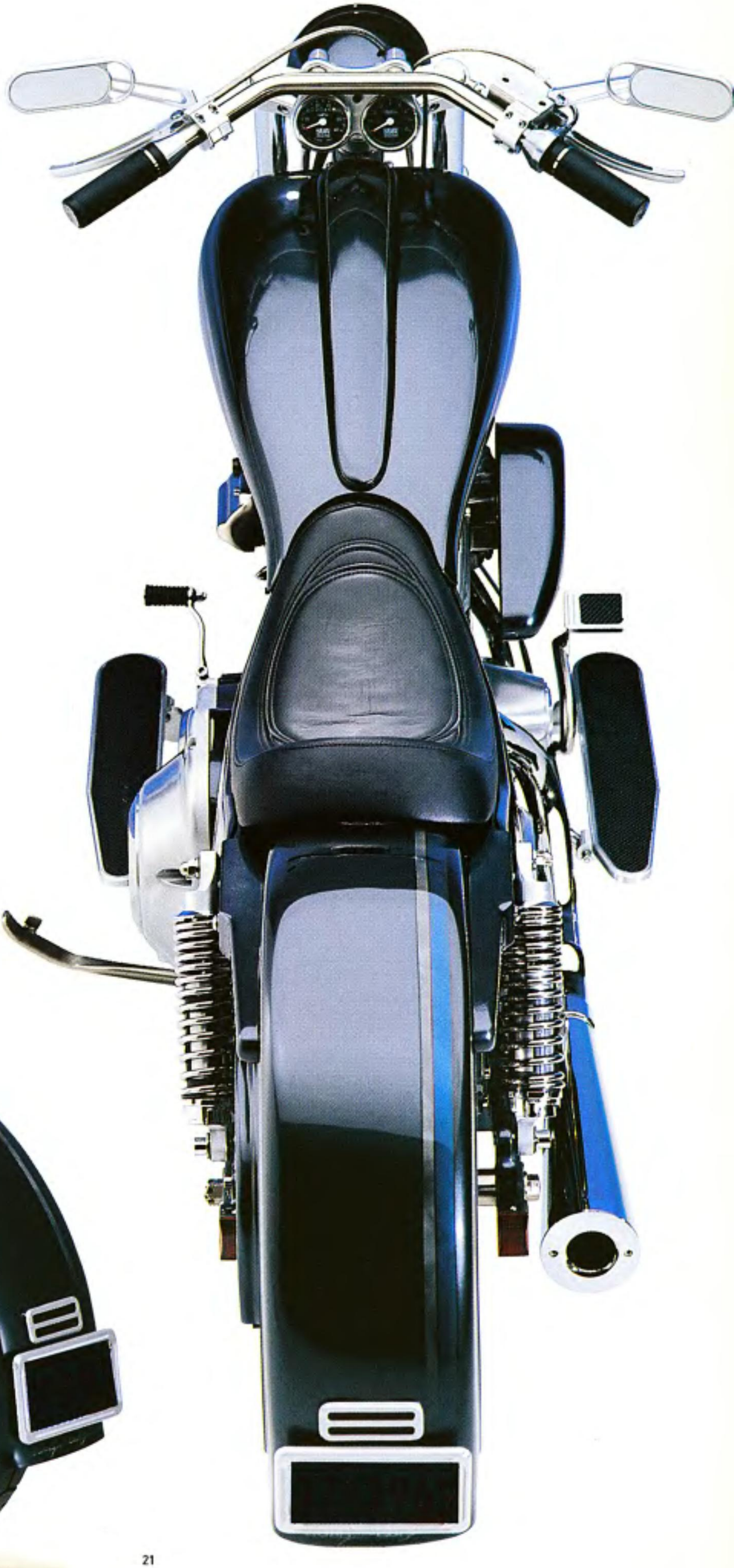
But as much as Debbie likes talking about wrenching, she'd rather tell you where she's been on this bike. Hardly a Sunday passes during the summer when she and her husband aren't up at dawn and out the door. East, south, north, or west, they plan their ride as the road unfolds. Minnesota is known as the Land of 10,000 Lakes, and they've probably visited each at least once.

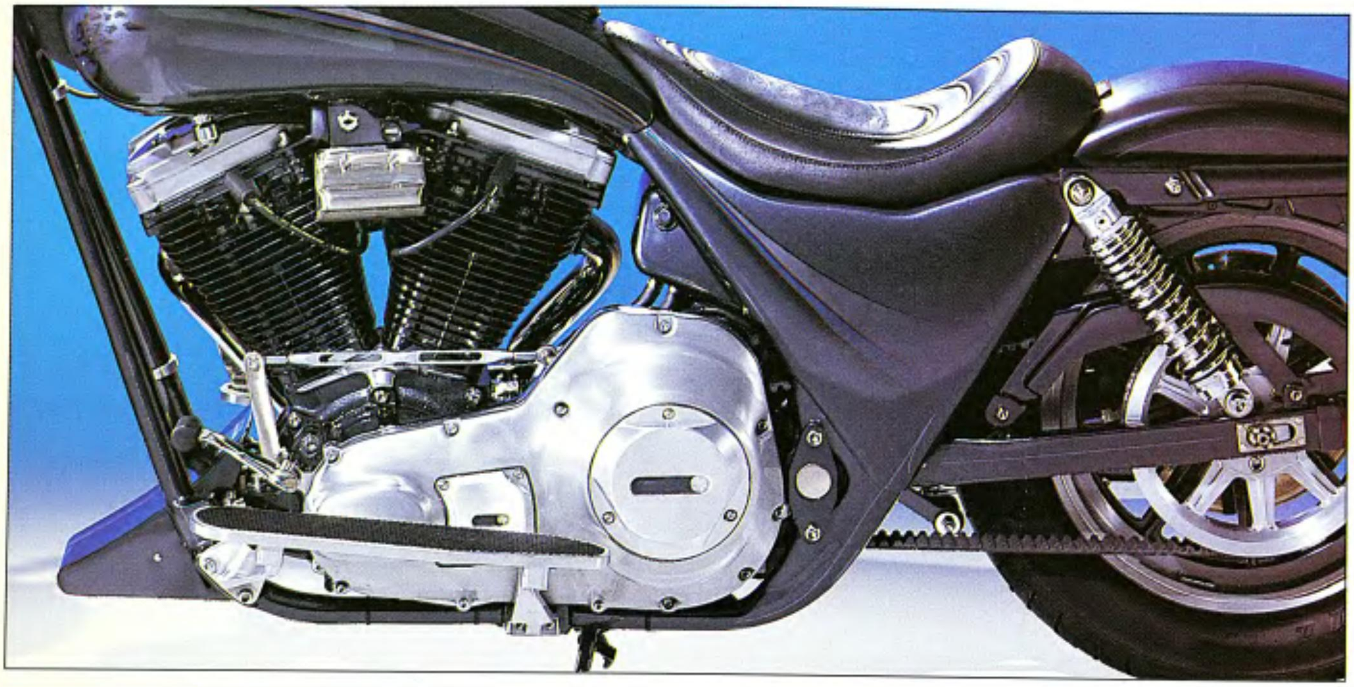
As for Sturgis, last year Debbie arrived on the very last day. She got to mingle, meet old friends, and then the crowds disappeared. She and Tom spent the next seven days touring the Badlands in solitary splendor, free to ride wherever their whims led, just following the warm western winds, side by side.

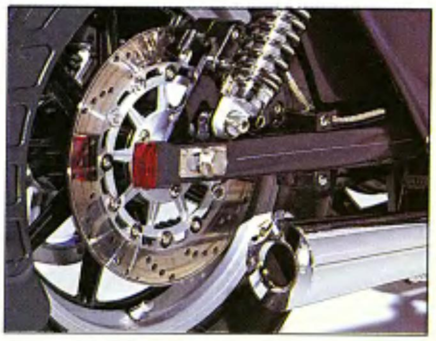
By now you've probably figured out that this is really a story about love, in more ways than one. Matter of fact, Debbie and Tom Motzko just celebrated their 15th wedding anniversary and we wish 'em both the very best. A love of life, a love of each other, and a love of riding—that's the whole secret.

—Southern Connection









Owner: ....Debbie Motzko
City: ....Minneapolis, Minnesota

General

Fabrication: ....Tom Motzko
Year and make: ....1992 H-D
Model: ....FXRP
Value: $30,000
Assembly: ....Tom and Debbie
Chroming: ....satin, New Dimension

Engine

Year and model:......................1992 FXR
Rebuilder: ....Eagle Engineering
Ignition: ....Compu-Fire
Displacement: 1340cc
Lower end: ....H-D
Pistons: ....Drag Specialties
Cases: ....H-D, painted
Heads:...............................H-D, painted
Cam: ....Crane
Carb(s):...CV
Pipes:................Run Roader, Mongoose
Modifications: ....JIMS lifters, Eagle Engineering balancing, Dave Perewitz air cleaner

Transmission

Year: 1992
Modifications: .....painted, Drag Specialties wheel sprocket, FLT-style shifting

Paint

Painter: ....Mike Robbins
Color/type: ....Porsche green/PPG
Special paint: ....Mike Robbins

Frame

Year: 1992
Builder: ....Bob Monroe, H-D
Type:.........FXR, 2-inch-longer swingarm
Modifications: ....2-degree rake, 3-inch stretch, lowered seat

Accessories

Bars: ....Ness
Fenders:........rear by Tom, front by Ness
Headlight: ....Drag Specialties, 6-inch
Taillight: ....Pro-One modified
Pegs:.....................................Debbie, FFI
Gas tank: ....FXRP, Bob Monroe
Oil tank:........................Don Hotop, Tom
Seat: ....Danny Gray, Tom
Mirrors: ....Ness slingshot
Grips: ....Drag, Hotop

Forks

Type: ....Ness 39mm mid glide
Modifications: .....2 under, narrowed legs

Wheels

Front

Type:...H-D
Size: 16-inch
Tire: ....Dunlop
Brake: ....GMA

Rear

Type:...H-D
Size: 16-inch
Tire: ....Dunlop
Brake: ....GMA
Photos: ....Mower's Photography

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State	Zip
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Home Phone ( )	Your Annual Salary $
Business Phone ( )	Other Income $
Employer Years there	Total Household Income $
Position	
Source of other Income	

* Alimony, child support, or separate maintenance income need not be revealed if you do not wish it considered as a basis for repayment.

Please complete only if you have moved or changed employers in the last three years.

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Previous employer ____________________

Years employed there ____________

Annual Fee	$0.
†Annual Percentage Rate (APR)	18.15% for purchase, which may vary.
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LIFE'S HARD
RIDE FAST

Arkansas Set Free

While the bigger states were making the news with their attempts to repeal their helmet laws, something remarkable was taking place. With no fanfare, no headlines, and no flash, but with a tremendous amount of effort, ABATE of Arkansas was making history.

On Wednesday, March 12, 1997, Arkansas Governor Mike Huckabee signed into law a bill sponsored by ABATE of Arkansas to give freedom of choice back to adult (21 and over) riders in that state.

Photo: Jim Baum

The effort to repeal the helmet law for adults started back in 1986 when ABATE of Arkansas was formed. Arkansas' helmet law was enacted in June 1967 and has been in effect ever since. ABATE of Arkansas' volunteer lobbyist Rodney Roberts led the charge that resulted in an overwhelming vote in both houses of the Arkansas legislature. Rodney also told *Easyriders* that much of the credit went to the hard-working legislators who never gave up, and fought the battle to the end. Special thanks goes out to State Senator George Hopkins, who has introduced a bill every year since his first election in 1987. He was joined by State Senator and rider Mike Everett, and Representatives Buddy Wallis, Greg Wren, and Sandra Rodgers. Under the leadership of these freedom fighters the bill was pushed through to the governor, who never wavered in his support of motorcyclists.

Riding on the heels of Arkansas and of no less importance, the U.S. Territory of Guam, through the work of the Guam Hawgs Motorcycle Club and its president, Tom Matanane, and the leadership of Senator Elizabeth Barret-Anderson, a bill repealing their helmet law for riders 18 and over was signed by Guam Governor Carl T.C. Gutierrez on March 16, 1997, just three days after Arkansas.

Easyriders salutes these Freedom Fighters and congratulates them for being the first in what, we hope, will be a long line of states to follow!

—Oz

The Great 8 Rodeo Tour

Get ready, here comes the "Great Eight" *Easyriders* Rodeo Tour. The 1997 Tour will visit eight cities, beginning on the weekend of June 27 at Wilson, North Carolina, and continuing each weekend until the big one, the Grand National Finals on Labor Day weekend at the biggest motorcycle rodeo in the world, Chillicothe, Ohio.

The 1997 Rodeo Tour will be action packed and fast paced. Upgrades are planned and the events will be "fine tuned" to make them more fun and competitive. As usual, there will be camping, entertainment, and all the fixings for a super party weekend. As a matter of fact, Mother Nature has even promised great weather. So hit the button, kick it on or turn it over, and catch a Rodeo when it comes to a town near you.

Photo: Billy Tinney

The 1997 *Easyriders* Rodeo Tour schedule is as follows:

June 27-29—Wilson, N.C.
July 4-6—Middletown, N.Y.
July 11-13—Waukesha, Wis.
July 18-20—Keene, N.H.
July 25-27—Prospect, Pa.
August 15-17—Fowlerville, Mich.
August 22-24—Kankakee, Ill.
Aug. 29-Sept. 1—Chillicothe, Ohio (Grand Nationals)

For more info call (818) 597-2686

—Cathy Chaffin
Event Manager

Me and Bobo here are real excited about this year's Rally.

He said he might even let me drive this time!

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HALL OF FAME
MICHAEL WARREN

Ohio motorcyclists have definitely benefited from the actions of Michael "Redbeard" Warren, and his wife, Debbie "Stripper" Warren. In 1984 he co-founded the Louie Run, an event held yearly in the Cleveland area that draws more than 5,000 bikers and benefits Rainbow Babies and Children's Hospital. That same year, with the help of Stripper and some close brothers, he co-founded ABATE/CMRO, Ohio's current motorcycle rights organization.

After making contact with *Easyriders* magazine about starting an ABATE chapter, the program was written, a membership drive was launched, officers selected, Articles of Incorporation drafted, and meetings scheduled. Their first public appearance as an organization was at the Pakrats MC Swap Meet in 1985. At that time, a helmet law had just been introduced by State Representative Ike Thompson. They signed up 75 members that weekend, went to work, and defeated the bill. By summer's end, they had 500 members statewide and interest was heating up.

From 1985 to 1991, Redbeard served as ABATE/CMRO's spokesman and state coordinator. During that time he worked with others to expand the organization into nearly all of Ohio's 88 counties, defeated several attempts to reinstate the helmet law, obtained passage of Ohio's Rider Education Program, obtained the first proclamation from an Ohio governor declaring May as Motorcycle Awareness Month, and developed a biker-tolerant atmosphere at Ohio's Statehouse.

Redbeard made numerous trips to Washington, D.C., to lobby Ohio's Congressional Delegation to support the 10th Amendment and the national effort to repeal the ISTEA blackmail provisions mandating helmet use. Redbeard also served on the National Coalition of Motorcyclists Board of Advisors, and the Motorcycle Riders Foundation Board of Directors. During Operation Desert Storm, he organized weekly "Support the Troops" rallies at Cleveland's Public Square.

In 1992, Redbeard co-founded the Ohio Coalition of Motorcyclists. He and others traveled the state to unify the clubs, groups, associations, motorcycle-related businesses, and individuals in order to present a unified front in the fight to remain helmet free and initiate a drive for an anti-biker discrimination law. That same year Redbeard organized a "We the People" rally at the Statehouse drawing more than 5,000 bikers to voice their opinions on helmet laws. The motorcyclists of Ohio extend their sincere thanks to Michael "Redbeard" Warren for his efforts in preserving our way of life.

—*Kathy Moreland*
ABATE/CMRO Region 8

EURO NEWS
MOTORCYCLE FESTIVAL

Based on the success of last year's Euro Demo, the Federation of European Motorcyclists (FEM) in cooperation with the Motorcycle Action Group (MAG) of Belgium is organizing the Festival of European Motorcycling, to be held August 29-31. The Festival will feature a bike show, vendors, live music, and more.

For more info contact FEM's general secretary, Simon Milward, at: Rue des Champs 62, 1040 Brussels, Belgium. Tel: +32 2 736-9047, fax: +32 2 736-9401, E-mail: 100422.666@compuserve.com.

WILD ONE TURNS 50
HOLLISTER'S BIG BASH

In recognition of the 50th anniversary of the gathering that gave birth to *The Wild One* legend, Corbin is organizing a rally over the July 4th weekend that promises to give attendees something to remember for a lifetime. The residents and businesses of Hollister are excitedly preparing to roll out the welcome mat for motorcyclists from around the world. This will be a once in a lifetime, historic event.

Vendors from all over the country continue to reserve space for the rally. Corbin is also engaged in discussions with a national TV network regarding the rights to televise various events at the rally. Interested vendors can still contact Sandy or Stephanie at (408) 633-2500 to make arrangements to participate, but spaces are going fast.

Some confirmed participants include: Arlen Ness, American Eagle, Nempco, Gambler Motorcycle Company, Ron Simms (Bay Area Custom Cycles), Spectro, Chrome Specialties, Drag Specialties, and Custom Chrome.

A 1997 American Eagle STM Maverick with a custom paint job commemorating the 50th anniversary of the *The Wild One* legend will be raffled off on July 5. The lucky winner of the raffle (who need not be present) will instantly be the owner of a bike that's destined to be a prized classic among collectors. It was first unveiled at the new Corbin showroom (777 Main St., Daytona Beach) during Bike Week. For additional raffle ticket info call Sandy or Stephanie at (408) 633-2500, or e-mail Stephanie at: (stephanie@mike-corbin.com). Net proceeds from the sale of raffle tickets will go to the Hollister Youth Center.

Corbin is also organizing a surprise concert featuring top-name bands and rock 'n' roll legends. Because of the anticipated heavy demand, concert tickets will be available the day of the show only.

New York Myke of San Diego Harley-Davidson is organizing a July 4th ride to Hollister from Southern California. For dates, times, pickups, and additional information please call New York Myke at (619) 616-6999. They'll be joined by, among others, Indian rider/restorer Pete Bollenbach. Pete is building an Indian Bobber for Mike Corbin to ride.

Also, Dave Hansen of The Shop will be leading a vintage bike ride from Ventura, California, to Hollister. They will meet at The Shop in Ventura on Thursday, July 3 at 9 a.m. Call Dave at (805) 650-6777 for more info.

See ya there!

—*Twiggy*

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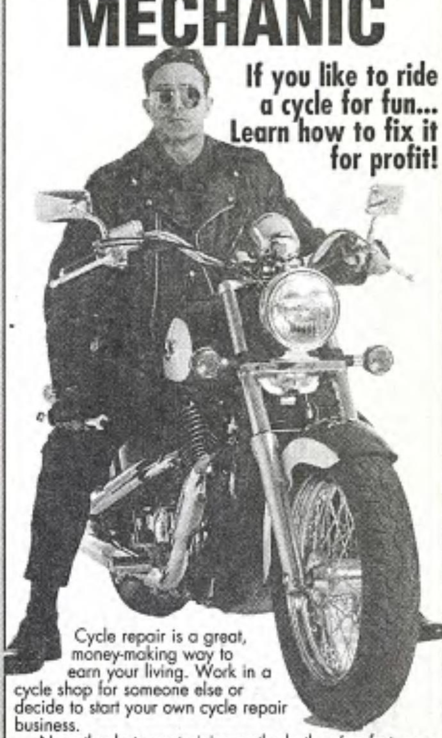

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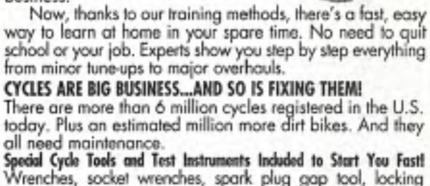

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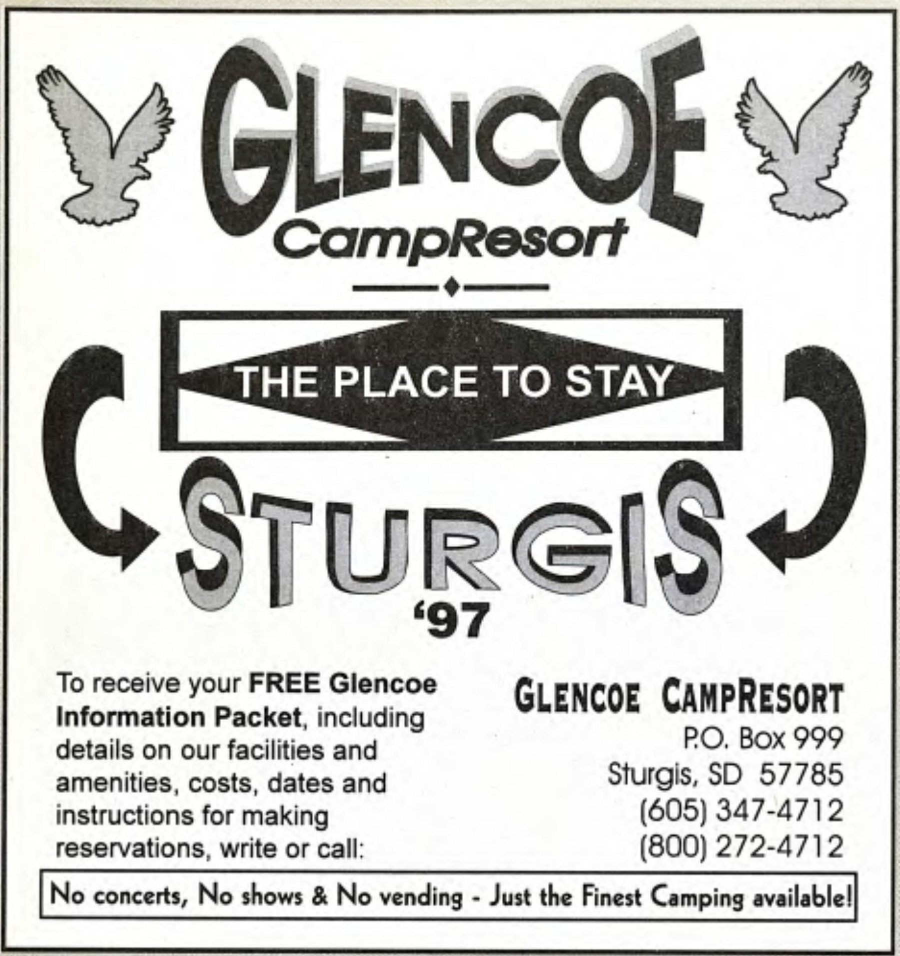

ROAD TUNES

Steady Rollin' Bob Margolin

Photo: Marc Norberg

I don't have to think about it.
I don't have to wonder where
I'm going to ride tonight ...
I'll be riding down the highway,
South of the border ...

As the ridin' season hits high gear, I figured it was time to dig out that classic Doobie Brothers disc from '89, *Cycles*. There's lots of great tunes on *Cycles*, but *South of the Border* is a standout. It sums up the spirit of summer and captures the essence of what makes life worth livin'. It's a song about gettin' into the wind, headin' out for a night of adventure.

I ride out of town with my face
to the sun
and the dust is trailing behind ...

This simple lust for life is reflected in the music I use as a soundtrack to this two-wheeled lifestyle. I avoid the teen-angst stuff, and I'm sure not one for the latest dance fads. Give me the basics. Give me the roots.

There's a recent disc out called *My Blues & My Guitar* by Steady Rollin' Bob Margolin. Bob definitely has roots. He was Muddy Water's guitarist from '73 to '80. He spent the summer of '94 touring with B.B. King, Dr. John, and Little Feat. He's opened for, and jammed with, everyone from The Allman Brothers to Johnny Winter to the late, great Stevie Ray. Ol' Bob sure plays some tunes with powerful insight into just what makes this world go 'round.

What makes a man go crazy
when a woman wears her dress
so tight?
Must be the same thing that
makes a Tom Cat fight all night ...

My Blues & My Guitar gives you that comfortable feeling of sittin' in a little blues bar, just off the highway, Somewhere, USA.

Keep rollin', Bob.

—*Bill Hayes*

SHORT STROKES
A STREAK OF LIGHT

I recently rode to Phoenix. I was itchin' for a ride, like a jones building inside for a Saturday drunk and a strange woman. I couldn't wait to feel my Dyna sing beneath me. I even collected the change to buy new tires and finally as the days grew close, decided that the old ones were fine. The sanitary scoot needed no maintenance other than to check the level of the oil. I had actually reached a level of lack-of-riding frustration that wrenching on the bike would not quench. At 5:30 a.m. I rolled the Dyna into the street, met with my FXR-riding buddy Christian, or Dr. Hamster, as we call him, and we hit the trail. It rained all 400 miles. **Now the news**: I love this story from Lucy E. Heyming of Riverside, California. Lucy was driving on a Southern California freeway when she noticed a biker weaving through traffic in her rearview mirror. "Oh, I hate those motorcycles doing that! ... Probably I'm a bit jealous, too," said Lucy. The biker flew past her, but up ahead she witnessed a large piece of cardboard landing on the windshield of a cage. The car began weaving back and forth trying desperately not to hit another vehicle or the center divider, but to rid the obstruction. Then the biker zipped between the troubled driver and another car, snapped up the cardboard, tossed it aside and blasted off. Hey, splitting lanes could save your life... **Bill Williamson, who's in the joint** in Montana (but due to get out soon), has started the High Line Ranches Corporation, HLR, a Montana Corporation, which founded a program for juvenile offenders and troubled youths. The name of the program is Prospect Place. It's designed to deal with the rehabilitation of youths between the ages of 13 and 18, by introducing them to our proud American work ethic: Pride in a job well done, responsibility, and the self-worth that comes from personal achievement. The program works with cattle ranches nationwide to provide the training. If adopted by the state of Nevada, it could be a good thing. Kids don't get a choice whether to be born or not. We need to give the kids who are stuck with shitty lives a break whenever possible. High Line Ranches Corporation is located at 7 Red Fawn Ct., Henderson, NV 89014...**More good news**. Another American company is entering the motorcycle marketplace in the near future with a big street bike. Polaris Industries, Inc. (NYSE/PSE: PII), announced that it will begin selling their Victory line of bikes in limited quantities in the spring of 1998. "We have the Polaris name, the engineering and marketing expertise, the manufacturing infrastructure, and the dealer and distributor network worldwide to effectively compete," said Polaris Chairman and Chief Executive Officer W. Hall Wendel Jr. We'll keep an eye on their progress, but I don't know about that name: W. Hall Wendel Jr.?...**Randi Teders from American Iron Cycles** wrote about a joint that packs a substantial array of old parts. The company is Finders Service International, located at 454-458 W. Lincoln Hwy., Chicago Heights, IL 60411, (708) 481-9685, and, of course ,the owner is Betty, she-can-find-anything, Luback...**Massachusetts has proposed a bill** that would allow cops to carry testing equipment and stop bikers to test their vehicles for noise violations—holy shit...**On the other side of the coin**, Louisiana's governor, Mike Foster, is ABATE's newest lifetime member. He recently bought a new Road King and took Louisiana's Motorcycle Operators Training Course. He's pledged support for amending Louisiana's mandatory adult helmet law. Give it all ya got, Louisiana...**And finally**, Rogue, who has been a freelancer for this rag off and on for 23 years, was charged for weapons violations and RICO act violations. He fought the charges tooth and nail and was told by the courts in Florida that if he plead guilty to a RICO violation they would drop the weapons charge. He wasn't guilty and fought the concept of pleading guilty to something he was innocent of. Ultimately, it paid off in sentencing. He received five years probation and a $5,000 fine. Although it ain't exactly accurate in the eyes of true justice, our bro is still on the streets. Ride forever, Rogue...**With that, I'm heading home** to replace my tires (now that the rear one is completely bald from a 1,000-mile weekend), fix my cracked rear fender (don't ever mount a fender to the swingarm of a rubbermount scoot—too much vibration), and thank Bartels' Harley for building an engine that wouldn't stop in the rain, hail, cold, or blowing Arizona sand—even at a consistent 90 mph. Ride forever.

—Bandit

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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

BIKER
TURNS 10

The Special Tenth Anniversary *Biker* issue (September, #150) will be a huge 128 pager—that's an additional 32 pages of color! We are going to reprint some "blast from the past" shit, revealing what some of the bike owners, girls, and our very own contributing perverts from yesteryear are up to today. We'll expound on when J.T. purchased the package deal of

two magazines back in 1987, adding *Biker Lifestyle* and *Tattoo* to the stable of fine Paisano Publications, and the pre-Paisano history—when Bob Bitchin' and Degenerate Jim were at the helm. Issue number 74 was Paisano's first *Biker Lifestyle* issue (purely a coincidence that it was the same number as cubic inches of our favorite engines!).

That first legwettin' issue contained four bike features, a bunch of righteous biker events, as many pretty girls as possible, lifestyle flicks, news, and fiction, just like every issue does today! The differences between now and then: much better quality, more color pages, more event coverage, more tits and ass, and twice as many issues (monthly rather than bimonthly). Plus, now we've got Miraculous Mutha's advice column, Double Trouble, White Line Willie and Lil' Annie Tranny, T&A, and some strange stuff!

Watch your mailbox for the Tenth Anniversary Special—or hang out at your newsstand on July 22nd. Miss it and miss out.

—*Clean Dean*

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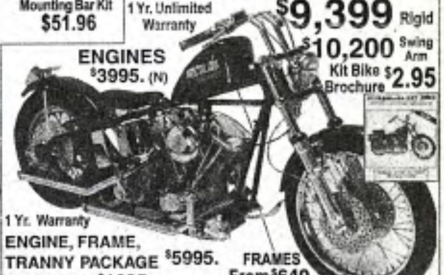

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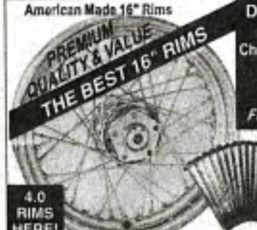

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RUMOR CONTROL

Rumors that the Swedish government is about to ban motorcycles from its roadways are just that—rumors. The AMA, utilizing its contacts within the Federation Internationale Motorcyclists (FIM), the world motorcycling organization, has investigated reports about the ban that have been circulating in this country. The rumor apparently began when a minor government official in Sweden stated publicly that eliminating motorcycle use would help the country reduce traffic accidents and promote his goal of zero accident tolerance.

The statement sparked a great deal of speculation within the European motorcycling community about the possibility of a nationwide motorcycle ban being implemented in Sweden. The official who made the remark, Clase Tingvall, a Swedish road safety officer, has since expressed regrets for suggesting that motorcycles be banned.

Robert Rasor, vice president of AMA government relations, who closely monitors European developments in his role as vice president of the FIM's International Panel for Public Affairs and Road Safety, said, "While any news of an impending bike ban must be taken seriously, it's unfortunate, given the limited resources of the motorcyclists' rights movement both here and abroad, that we have to engage in rumor control when our efforts would be better spent elsewhere. But our close ties with the FIM and the European motorcyclists rights groups aid in quickly separating fact from fiction when it comes to European developments, and help us clear up these misunderstandings and move on to more important matters."

—*Twiggy*

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WHAT'S HAPPENING

ALABAMA
AHDRA Drags
Date: June 6
Info: (910) 229-4877

ALASKA
Destination Seward Run
Date: June 7-8
Info: (907) 522-8574

Rally in the Valley
Date: June: 14-15
Info: (907) 522-8574

Top of the World Run
Date: June 20-23
Info: (907) 522-8574

4th of July Run
Date: July 4-6
Info: (907) 522-8574

Christmas in July
Date: July 26
Info: (907) 522-8574

ARIZONA
American MC Expo '97
Date: June 14-15
Info: (602) 395-0627

Too-Broke-For-Sturgis Run
Date: July 25-27
Info: (602) 243-9479

ARKANSAS
1st Day Of Summer Run
Date: June 21
Info: (501) 988-9249

Turner Bend Bash
Date: July 18-20
Info: (501) 521-1144

CALIFORNIA
Redwood Run
Date: June 13-15
Info: (707) 247-3424

Run For The Wild
Date: June 22
Info: (818) 889-5201

Bridgeport Jamboree
Date: June 27-29
Info: (619) 932-7500

Vintage Short Track Races
Date: June 28
Info: Joe (805) 650-6777

Antique Show & Swap
Date: June 29
Info: Joe (805) 650-6777

Hollister's 50th Anniversary
Date: July 4-6
Info: (800) 997-2925

Trinity Lake Run
Date: July 11-12
Info: (916) 442-4727

Beach Ride '97
Date: July 13
Info: (310) 391-1294

DOVE Poker Run: benefits abused women and kids
Date: July 27
Info: (909) 888-8877

CONNECTICUT
CMRA Bikers Rights Run
Date: June 8
Info: (203) 736-0379

GEORGIA
Ride For Sight
Date: June 21
Info: (404) 294-8900

Summer Blast
Date: June 28-29
Info: (404) 294-8900

Decide Ride
Date: June 28
Info: (404) 294-8900

HAWAII
MDA Run
Date: June 8
Info: (808) 591-0026

Koa Puna's Summer Slam
Date: June 22
Info: (808) 591-0026

Mo'opuna O'Hawaii Bike Blessing
Date: July 20
Info: (808) 591-0026

IDAHO
MDA Freedom Ride
Date: June 29
Info: Teri (208) 384-5886

ICMS Fun Rally/Rodeo
Date: July 18-21
Info: (208) 343-7452

ILLINOIS
ABATE State Rendezvous
Date: June 20-22
Info: (800) 872-2283

Testicle Festival
Date: June 21
Info: (800) 872-2283

Run to State Party
Date: June 21
Info: (800) 872-2283

Goat & Angel's July 4 Party
Date: July 4-5
Info: (800) 872-2283

1997 CMA Nat'l Rally
Date: July 9-10
Info: (501) 389-6196

MDA Run
Date: July 12
Info: (800) 872-2283

Ride for Kids: benefits Pediatric Brain Tumor Foundation
Date: July 13
Info: (800) 253-6530

INDIANA
Gonads Go Wild
Date: June 6-9
Info: (317) 422-8040

Northeast Bike Pulls
Date: June 13-15
Info: (317) 422-8040

Miracle Ride for Riley Children's Hospital
Date: June 14-15
Info: (317) 422-8040

Party Lite Jam
Date: June 20-22
Info: (317) 422-8040

Christmas in June Toy Run
Date: June 21
Info: (317) 422-8040

Summer Slam '97
Date: June 21
Info: (317) 422-8040

Gals, Pals, & Jowls Hog Roast
Date: June 28-29
Info: (317) 422-8040

Covered Bridge Run
Date: June 28-29
Info: (317) 422-8040

Hawg Waller
Date: July 4-6
Info: (317) 422-8040

Freedom Run
Date: July 5-6
Info: (317) 422-8040

Bean Blossom Boogie
Date: July 17-19
Info: (317) 422-8040

IOWA
Toy Run in Larrabee
Date: June 21
Info: (515) 858-5001

Iowa Iron Butt Ride
Date: June 28
Info: (515) 858-5001

ABATE Freedom Rally
Date: July 3-5
Info: (515) 858-5001

KANSAS
Blackjack Run
Date: June 26
Info: (316) 267-6677

KENTUCKY
Hell's Neck Boogie
Date: June 6-8
Info: (502) 785-4025

Kentucky HOG Rally
Date: June 12-15
Info: (502) 683-3255

Little Sturgis
Date: July 18-20
Info: (502) 683-3255

LOUISIANA
MDA Poker Run
Date: June 13-15
Info: (318) 325-9578

Cajun Chapter July 4th Party
Date: July 4
Info: (800) 393-5966

MAINE
Island Run
Date: June 7
Info: (207) 667-4451

Regional Rally in Athens
Date: July 4-6
Info: (207) 338-5032

Twin River Bash
Date: July 25-27
Info: (207) 989-1597

MASSACHUSETTS
Ride-In Bike Show
Date: July 12
Info: (800) 432-1662

Alzheimer's Run
Date: July 26
Info: Griz (413) 283-6027

MICHIGAN
Helmet Protest
Date: June 5
Info: (313) 421-4367

Evergreen Park Benefit
Date: June 13-15
Info: (517) 673-4743

State Field Meet
Date: June 20-22
Info: (616) 421-4367

MINNESOTA
Ride for Kids: benefits Pediatric Brain Tumor Foundation
Date: June 15
Info: (800) 253-6530

MMRA Hill Drags
Date: July 13
Info: (800) 541-1704

MISSOURI
Local 1 Party & Picnic
Date: June 7
Info: FORR: (800) 309-RIDE

Buckhorn Blast
Date: July 4-6
Info: (573) 774-6270

Christmas in July
Date: July 18-19
Info: FORR: (800) 309-RIDE

Little Sturgis
Date: July 19
Info: FORR: (800) 309-RIDE

MONTANA
Campout Party
Date: June 21-22
Info: (701) 538-1831

NEBRASKA
Run for Spina Bifida
Date: June 14
Info: (402) 397-1583

Freedom Fighter's Rodeo: benefits diabetic kids
Date: July 11-12
Info: (402) 333-8098

NEVADA
Jack Creek Run
Date: June 20-22
Info: (702) 738-5226

Run for Nevada Child Cancer Foundation
Date: June 22
Info: ER Las Vegas (702) 368-7808

Memorial Run in Battle Creek
Date: June 14
Info: (702) 635-8343

Jack Creek Run in Elko
Date: June 20-22
Info: (702) 738-5226

Hound & Hair Nite Run
Date: July 13
Info: (702) 870-6121

NEW HAMPSHIRE
74th Laconia Bike Week
Date: June 8-15
Info: (603) 366-2000

Laconia Ink Bash
Date: June 9-15
Info: Bill (704) 932-1872

NEW JERSEY
AHDRA Drags
Date: June 22
Info: (910) 229-4877

Ocean Chapter Pig Roast.
Date: July 13
Info: (908) 549-1990

NEW MEXICO
Statewide MDA Run
Date: June 21-22
Info: (505) 585-9789

ABATE of NM State Picnic
Date: July 26-27
Info: (505) 585-9789

NEW YORK
Hunter Harley Fest
Date: June 4-6
Info: (518) 589-5082

Harley Rendezvous
Date: June 20-22
Info: (518) 864-5659

Summer Rock Jam
Date: June 29
Info: (315) 448-1961

Helmet Protest Ride
Date: July 4
Info: (315) 448-1961

ABATE State Party
Date: July 18-20
Info: (315) 448-1961

NORTH CAROLINA
Ride for Kids: benefits Pediatric Brain Tumor Foundation
Date: June 21
Info: (800) 253-6530

Charlotte Mountain Run
Date: June 27-29
Info: (704) 399-3990

CBA July 4th Party
Date: July 4
Info: (704) 399-3990

Inkdependence Bash
Date: July 10-13
Info: (704) 932-1872

MDA Ride to the Mountains
Date: July 20
Info: (704) 399-3990

NORTH DAKOTA
ABATE Menoken Grove Rally
Date: June 6-8
Info: (701) 223-5609

Vietnam Vets MC Summer Bash & Memorial Run
Date: July 12
Info: Lars (701) 439-2444

WBR Toy Run/Party
Date: July 12
Info: (701) 223-5609

OHIO
ABATE of Ohio June Jam
Date: June 27-29
Info: (800) 25-ABATE

Freedom Rally '97
Date: July 4-6
Info: (800) 25- ABATE

Ride & Rock Party
Date: July 19
Info: (800) 25- ABATE

Ride for Kids:benefits Pediatric Brain Tumor Foundation
Date: July 26
Info: (800) 253-6530

OKLAHOMA
ABATE & Friends Party
Date: June 14
Info: (918) 834-6112

Muskogee Cookout
Date: July 4
Info: (918) 834-6112

OREGON
Run to the Sun
Date: June 21-22
Info: (503) 285-4329

Coos River Run
Date: June 28-29
Info: (503) 257-0172

Stump Lake Run
Date: July 26-27
Info: (541) 673-6120

PENNSYLVANIA
20th Annual State Party
Date: June 20-22
Info: (717) 234-3777

SOUTH DAKOTA
Bros. of Third Wheel East meets West trike meet
Date: June 7-8
Info: (605) 223-3225

TENNESSEE
CMT/ABATE Liberty Run
Date: July 5
Info: (615) 883-5024

CMT/ABATE Canoe Run
Date: July 12-13
Info: (615) 883-5024

TEXAS
Republic of Texas Rally
Date: June 13-15
Info: (972) 866-8363

Texas Homecoming Rally
Date: June 19-22
Info: (512) 729-6493

July 4th Run in Moffat
Date: July 4
Info: Cruzer (817) 698-1379

VIRGINIA
AMA PROSTAR Dixie Nat'ls
Date: June 21-22
Info: (614) 891-2425

WASHINGTON
Loop Run
Date: June 7
Info: (206) 643-9675

ABATE Spring Opener
Date: June 12-15
Info: (206) 643-9675

Desert Drifters Gypsy Tour
Date: July 4-5
Info: (509) 682-4737

Hombres MC Clam Run
Date: July 11-13
nfo: (206) 643-9675

Toy Run
Date: July 19
Info: (206) 643-9675

WEST VIRGINIA
Miracle Golf/Poker Run: benefits Morgantown Children's Hospital
Date: June 8
Info: (304) 387-4030

Bikers Against Family Violence Run
Date: July 26
Info: (304) 387-4030

WISCONSIN
Statewide Year-Round Poker Run
Date: through July 1998
Info: (800) 386-4442

ABATE Summer Party
Date: June 7
Info: (414) 989-1360

ABATE State Party
Date: July 18-20
Info: (800) 386-4442

WYOMING
Run to the Middle
Date: June 22
Info: (307) 266-1548

INTERNATIONAL
CANADA
Bros. of the Third Wheel Ride for Sight
Date: June 13-15
Info: (403) 653-4762

Bros. of the Third Wheel Trike-In
Date: June 27-30
Info: (705) 325-1948

NETHERLANDS
H-D Club of the Netherlands 35th Anniversary Party
Date: June 29-30
Info: (0031) 343 420067 (fax)

SPAIN
"Viva Las Vegas" Bike Show
Date: July 25-27
Info: 443.16.06

RACING EVENTS
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ECRA: (609) 652-1159
AHDRA: (919) 229-4877
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July 4-6
Orange County Fairgrounds
Middletown, New York

July 11-13
Waukesha County Fairgrounds
Waukesha, Wisconsin

July 18-20
Cheshire County Fairgrounds
Keene, New Hampshire

July 25-27
Butler County Fairgrounds
Prospect, Pennsylvania

For more info on all Easyriders events call (818) 597-2686

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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PASSING GAS

"Wanda, I'd like you to meet two of my bros, Knucklehead and Panhead."

"Boy, are we lucky! We found this great parking space right down in front!"

Laurie fell hard for her handsome dentist, and pretty soon she had lured him into a series of passionate encounters in the dental clinic after hours.

But one day the dentist told her sadly, "Laurie, honey, we've got to stop seeing each other. Your hus band's bound to get suspicious."

"No way," she replied. "We've been screwing for six months, and he doesn't suspect a thing."

"Maybe so," said the dentist, "but you're down to one tooth!"

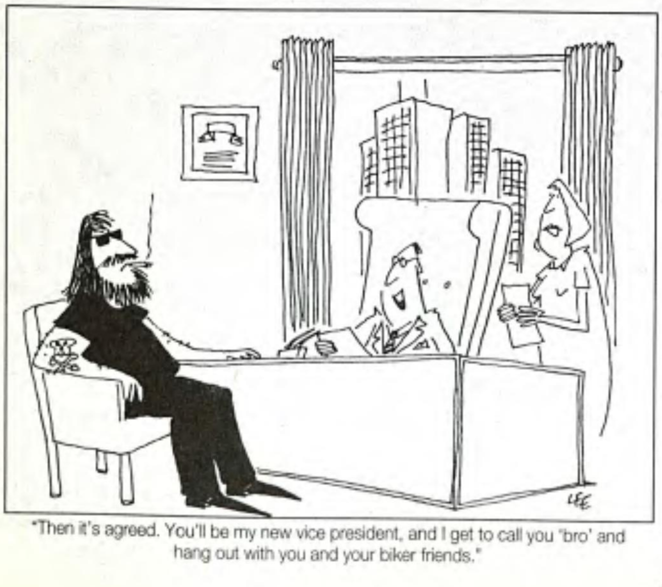
Manny
Aptos, Calif.

When they pulled into the gas station, Bear's ol' lady offered to fill up the tank and check the oil while he hit the can.

Upon returning a few minutes later, Bear found her having trouble getting the gas cap back on the tank. "Here, I'll do that, sweetheart," he said, twisting it on with ease.

"Thanks, baby," she said. "I've always had trouble with those damn radiator caps. Now, where do I put the gas?"

Twiggy
On the Road



"Then it's agreed. You'll be my new vice president, and I get to call you 'bro' and hang out with you and your biker friends."

An American Indian visits a fortune teller who tells him, "I have some bad news, some good news, and some *great* news. Which do you want first?"

"The good news," the Indian decides.

"OK," she says. "The good news is that the white man's government will soon give up all claim to the land it has stolen from your people."

"Great!" exclaims the Indian. "So what's the bad news?"

"Before the courts are through with it," says the fortune teller, "the fucking lawyers will end up owning most of the land."

"It figures," mutters the Indian. Then remembering she'd said there was "great" news too, he asks about that.

"The great news," the fortune teller says, "is that lawyers taste just like buffalo."

Low Life
In N.C.

Savage's ol' lady was called to the hospital late one night, and she had her mother drive her to the emergency room on the double. When they got there, the doctor told her that Savage had been hit by a semi and was in critical condition.

"Does the doctor think he'll make it?" the mother asked when her daughter came out of the doctor's office.

"I don't really know," she said.

"Didn't he tell you what his chances are?"

"Yeah, Ma, he told me I'd better prepare myself for the worst," said Savage's ol' lady, "and damned if he hasn't got me guessin'."

Leo
Runnin' for Cover

Why don't we bros have PMS?
What would be the point?
We act like that *all* the time.

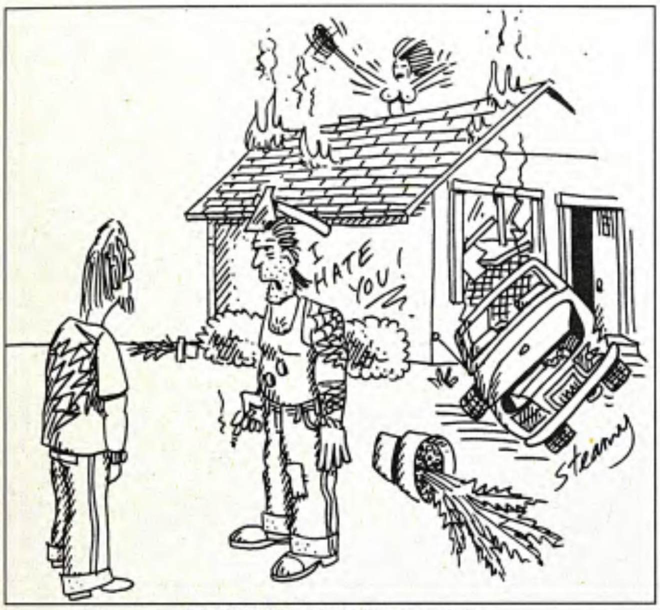
Bobby Ray
Shields Up

Why are pizza-makers such great lovers?
They think 10 inches is a small.

Houdini
Palmin' Keys

Then there's the chronic divorcee who keeps getting richer by decrees ...

Buzzard
Red Springs, Colo.



"Yeah, the ol' lady's on the rag again."

"It's a restraining order from your wife."

A hardbelly was scoping out Mongo at the beach, and she noticed that his faded blue jeans were the same color as his eyes. "Hey, handsome," she purred in her best come-on voice, "did you know your eyes match yer pants?"

"No shit?" said Mongo. "You mean my eyes are bulgin'?"

Marc
Emmett, Idaho

Guitar George sat down next to his disconsolate bro and said, "Hey, Thumper, I know you've been feeling really down lately about your ol' lady splitting on ya, but remember bro—there's plenty of fish in the sea, y'know?"

"Yeah," said Thumper, "but the bitch took all my bait."

David Chance
Ogden, Utah

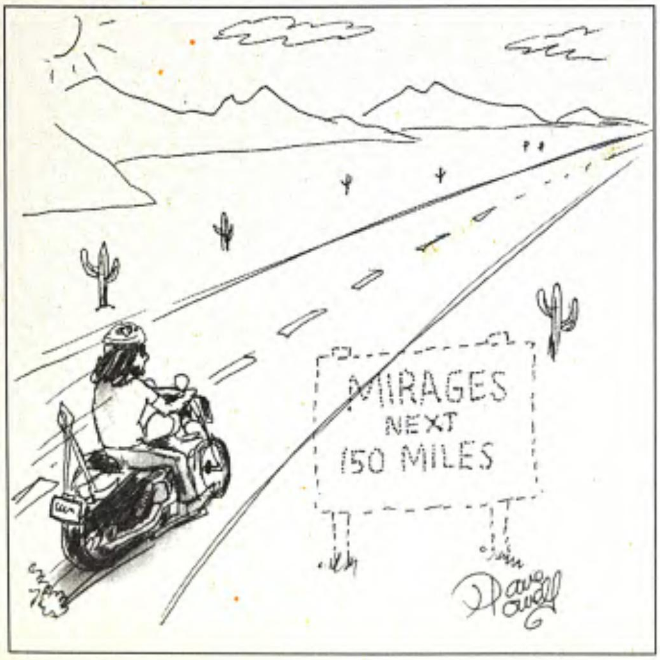
Didja hear about the new Xanex diet?

You take four of 'em with breakfast, and for the rest of the day, your food just falls outta your mouth.

Greg
Marquette, Mich.

Word on the street has it that the Spalding sporting goods company is coming out with a new "Bill Clinton" line of golf balls—you're guaranteed a perfect lie every time.

Paulette
Stratford, Conn.



"Excuse me, lady ... if ya happen to spill any mustard on yer tits—just call on us."

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TALKING TECH

GROUND IT!

I've been readin' your fine mag since 1984 and love it. Talking Tech always has something interesting to say, and I've picked up a lot of good tips and little-known info. Anyway, I have a '91 Electra Glide which started frying the voltage regulator about every six months. I checked the entire system, including all the grounding straps, but couldn't find anything amiss. This was really starting to piss me off, especially since I was living in Italy at the time, and Harley parts were hard to find and really expensive. I went to Numero Uno (the only authorized Harley dealer in Italy as far as I knew) who suggested I run a ground wire from one of the regulator mounting bolts to the negative side of the battery. Their theory was that since the rubbermounted engine can only ground through grounding straps, the charging system would try to ground through the regulator if the grounding straps weren't making a good connection while the bike was moving. Damn shit! Why didn't I think of that? It's been three good years now, and Ole Blue hasn't failed me since.

Pops
Dayton, Ohio

Thanks, Pops. Your tech tip was well-received. I'm hopin' that all of the bros out there with similar bugs in their charging systems will be able to benefit from this info.

SANTEE, A SECRET?

I plan on building a custom Evo with a rigid frame, fat bobs, etc. As I was reading through my October 1996 issue of *Easyriders*, I ran across the 1996 frame guide. To my surprise, there were no Santee frames listed in your guide! Why is this? From what I've heard and read, Santee makes some really good frames. What I would like is if you could tell me their address and phone number and/or a dealer that handles Santee frames, so that I may contact them and get some info or a catalog on their frames. It would be greatly appreciated if you could help me with this. I have asked and looked and I still can't find where they are located and their phone number. Thanks a lot for your help in this matter.

John "Shorty" Martin
San Antonio, Texas

Easy. Santee was bought out by Custom Chrome many moons back, and they are still producing the same quality frames that you remember reading about. Just grab a CCI catalog, turn to the frame section, and you'll find all of the Santee frames, as well as some others from Daytec and Kenny Boyce. The Santee oil tanks and other accessories for these frames are all in the catalog, so your shopping should be fairly easy.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

NEED A LIFT(ER)?
Get A Crane

Crane Cams has been a leader in the automotive high-performance field for years. Their entrance into the Big Twin arena is now legend with the introduction of their V-twin cams, lifters, and ignitions.

Never content to rest on their laurels, Crane is at it again, and this time has focused their attention on building a better hydraulic lifter. The new Crane roller tappet is available for '84 and up H-Ds, and promises increased strength, durability, and higher rev capability.

They are precision-machined from high-tensile steel alloy on CNC machines, and then heat treated for strength and wear resistance. The Crane engineers proudly speak of tolerances in millionths-of-an-inch range, precise oil metering, a larger pushrod seat area and fewer moving parts to boot!

Some of the things that set Crane's lifter apart from others, besides the steel billet, CNC-machined body, are the check valve system, plunger, pushrod seat/oil metering, and even the retainer. You can follow along by checking the picture as we go through each item.

The high-precision valve system utilizes a hardened ball-type check valve that is self-cleaning and provides superior sealing and lash control. Designed-in rotation prevents localized wear and pitting.

The hydraulic plunger is precision ground and fitted to tolerances so close that we feel we need to again mention the millionths-of-an-inch range. This attention to detail not only increases efficiency, but provides for quiet operation.

Crane's exclusive high-strength pushrod seat uses precision edge metering for positive oil control. Its one-piece design promotes reliability and impact resistance in all operating conditions.

Even Crane's retainer is an improvement over stock. This tappet uses a premium full-engagement snap ring in place of the wire retainer found in other applications.

It looks like Crane has done it again, coming up with a superior part to give V-twin enthusiasts a more dependable way to go faster.

—Oz

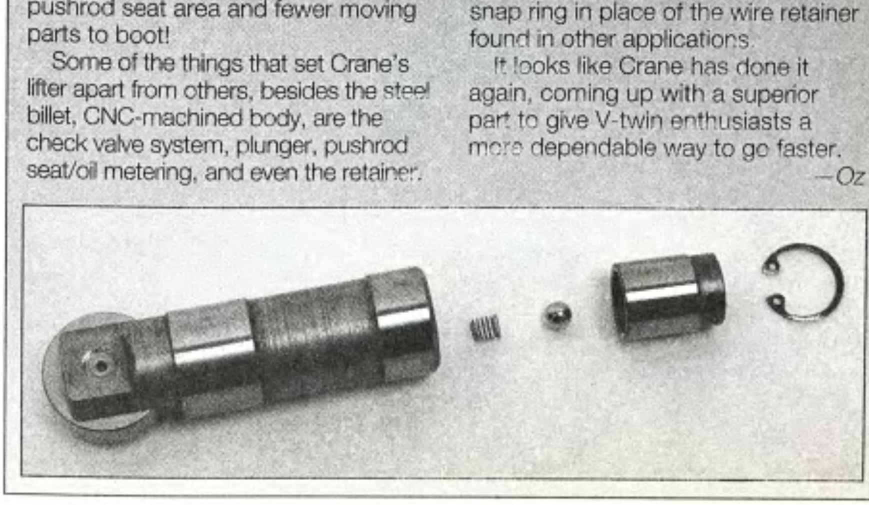


Photo: Doug Mazell

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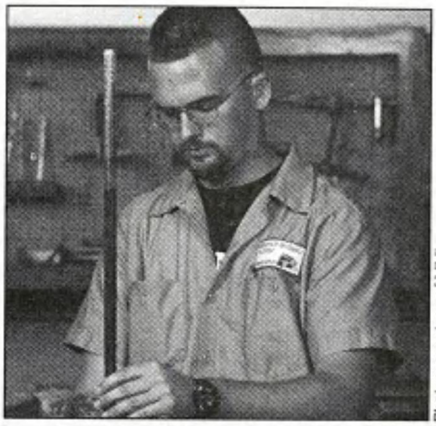
Change Your Career ... And Life

Chance of a lifetime. Win a new career. Get out of that fast-food chain, quit selling shoes to short-skirted blondes, and do something meaningful. Hell, I don't need to run a line like that on any of you. There are only a couple of careers that are meaningful to bikers: working in a custom shop, a dealership, or the factory. In other words, get as close to Harleys as possible and stay there. Live, eat, and breath V-twins. And here's a shot at an education paid in full to the only factory-supported educational institutions in the country teaching certified courses in Harley-Davidson mechanics.



Photos: courtesy of MMI

The contest requires two elements: First, go to the third bike feature in this issue (page 56). We shot Mark's bike with lovely Julie moments after completing the bike. But the tech shots were taken six weeks later. He made final adjustments between the two photo sessions. Get your magnifying glass out, make a list of the changes he made, and send it over to us. It's that simple.

The second aspect of the contest involves sincerity and heart. Write us a letter outlining the reasons why you feel you deserve another career shot and what this scholarship would mean to you. We don't want to give this opportunity to anyone who's not going to put it to good use.

Now, here's what you get if you win. The scholarship includes everything associated with attending the Motorcycle Mechanics Institute at either the Phoenix, Arizona, campus or the facility in Orlando, Florida. All you need to find is a place to crash and a toolbox fulla tools.

The winner will receive a scholarship to the Harley-Davidson Technician Program, worth $7,150 (33 weeks or 825 hours of schooling) and a choice of one elective program:

Early Model Harley Program, worth $1,050 (6 weeks, 150 hours of training).

Late model Harley Program worth $2,475, which includes 12 weeks or 300 hours of advanced education.

Engine Rebuilding and Performance Program, worth $1,195 (6 weeks, 150 hours of hands-on instruction).

That's it clean and simple, as you would expect from the editors, staff, and lovely assistants of *Easyriders*. No bullshit. Of course, this contest isn't available to any of the aforementioned individuals, their families, or drinking buddies. This is for you—the readers of this fine rag, the riders of American iron. Every winner to date, and we've slapped this on our pages some four years in a row, has turned his life for the better by changing careers and becoming a certified Harley mechanic.

Imagine working on Harleys all day long, every day, all year, year after year. I've been doing it in my spare time for 30 years, and I can never get enough. It's like a fucking dream come true.

—Bandit

Send your list of changes and letter to Easyriders MMI Scholarship, P.O. Box 3000, Agoura Hills, CA 91376-3000. Deadline for entry is August 15, 1997.

Train To Be a Harley-Davidson

Motorcycle Technician

Service technicians are in demand.

It's no secret that Harley-Davidson's growth has been spectacular. And, it's no secret that the Motor Company intends to continue its expansion by increasing production. What isn't as well known is that by increasing the number of motorcycles on the road, a need has been created for quality service technicians.

Harley-Davidson has a plan to meet the need.

In order to increase the number of Harley-Davidson dealer technicians, a new training initiative is being put in place by the Motor Co. It provides numerous ways for a technician to join the family: via school or direct dealer entry.

Motorcycle Mechanics Institute plays an important part.

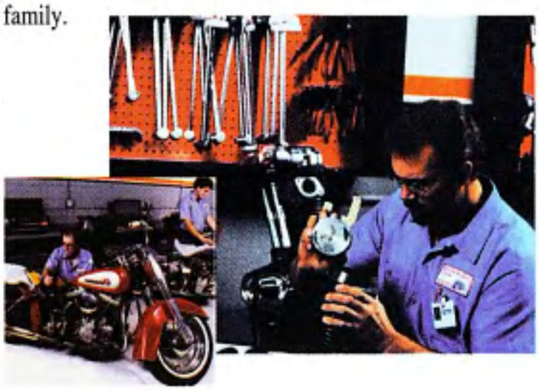
Harley-Davidson's fourteen year relationship with the Motorcycle Mechanics Institute (MMI) has been rededicated, making MMI a cornerstone of the H-D training initiative. MMI is currently assisting in the development of programs that will be used in conjunction with the direct dealer entry route for potential entry-level technicians.

In addition, MMI and Harley-Davidson have developed an Entry Level Skills Assessment (ELSA). It will provide a clear determination of one's ability to successfully complete those tasks routinely assigned to entry-level technicians. Harley-Davidson and its franchised dealers will be using ELSA as an important component of the employment process. It is administered only at the Motorcycle Mechanics Institute.

You can become part of Harley-Davidson's future.

Motorcycle Mechanics Institute combines everything you need to begin your career in the motorcycle industry. We won't waste your time with unrelated subjects. But we will take the time to give you the knowledge you want and need in a logical step-by-step approach. Our experienced instructors and direct support from Harley-Davidson provide an unparalleled educational experience.

And, because Motorcycle Mechanics Institute is an accredited institution, financial assistance is available to those who qualify. You should look into it now! If you are a mechanically inclined individual who would consider a career as a Harley-Davidson technician, contact **Motorcycle Mechanics Institute today at 1-800-528-7995.** Take the time to learn more about the pathways into the Harley-Davidson family.



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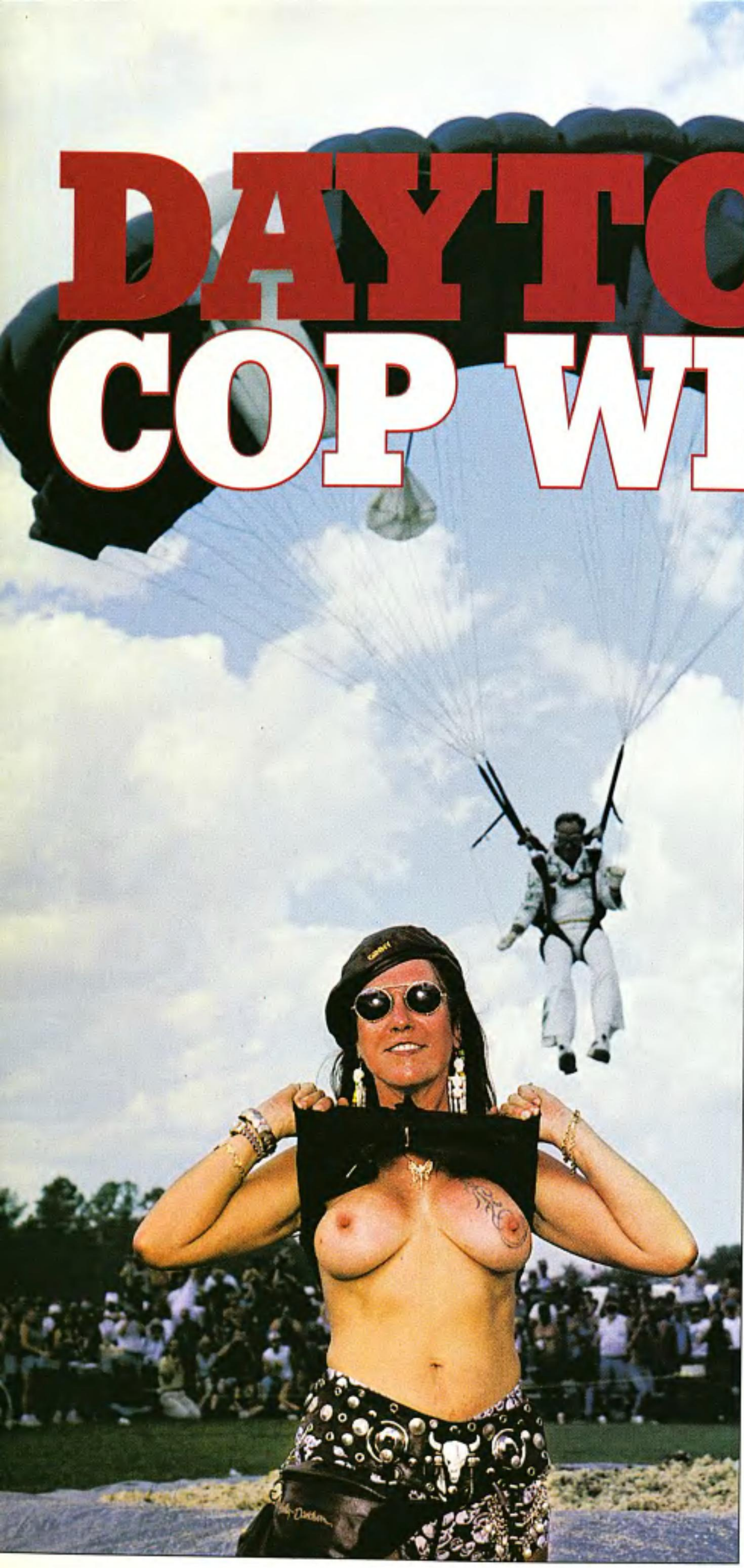
BIKE WEEK WITH A BADGE

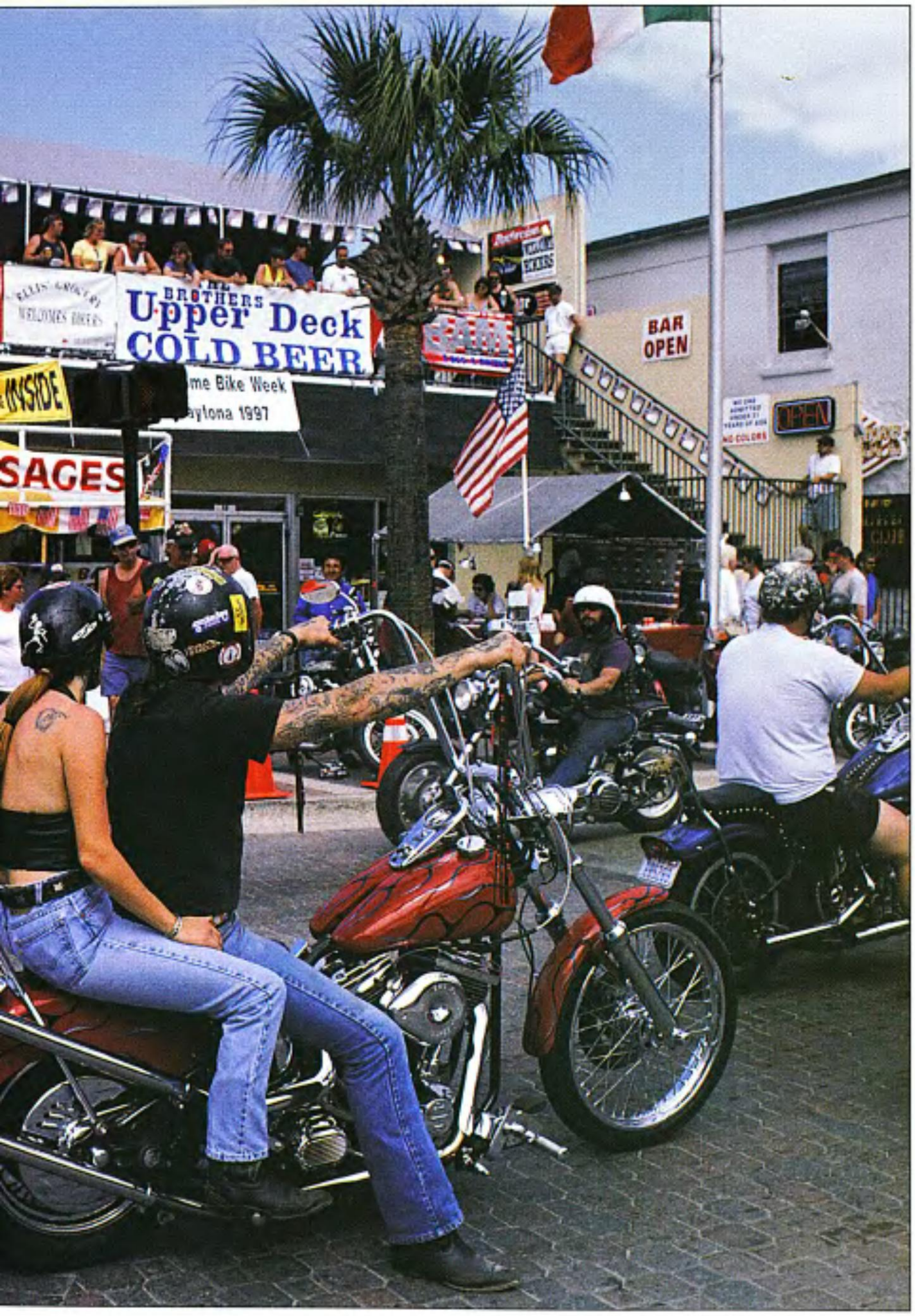
DAYTONA COP WEEK

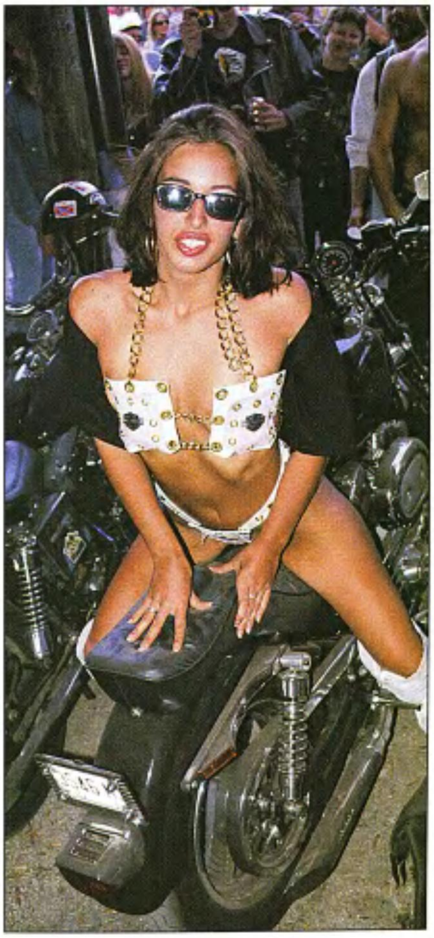


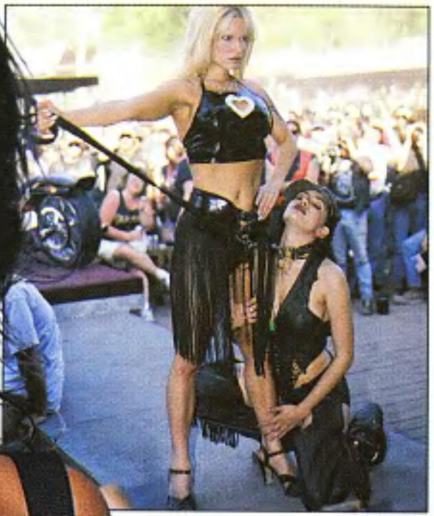
I looked at the plane ticket for the first time on Friday night, thinking I was going to be leaving on Sunday. Imagine my surprise when I saw the ticket was actually for Saturday. So I quickly packed up a suitcase full of my dirty laundry and it was off to sunny Florida.

When I got to Daytona I was blown away by the crowds on Main Street. The streets were packed with scooter folk and the bars were overflowing. There were long lines in a couple of places just to get in. We stepped into Froggy's for a couple of cold ones. Strange, after five or six brews I discovered, to my dismay, that I couldn't seem to cop a buzz. Turns out that the beer in Florida is of the 3.2 variety. Well that sucked—it was time to switch to the harder stuff. Once we figured this out we got along just fine.

The next dilemma presented itself on the drive back to the hotel. We were staying in Daytona Beach Shores, and the cops had set up a gauntlet operation on A1A. The flashing lights were bad news to anyone who'd had even a little to drink. Our driver (we caged it for safety) only had a couple all evening, so we felt confident we were comfortably immune. No such luck. We soon found ourselves with blue flashers behind us. So there we were with a humorless bull dyke and her equally grim partner putting us through the monkey games. Our driver didn't perform to their satisfaction and was hauled off to jail. We found out the next day that the breathalyzer test registered a mere .06, well within the legal limit. Did they →







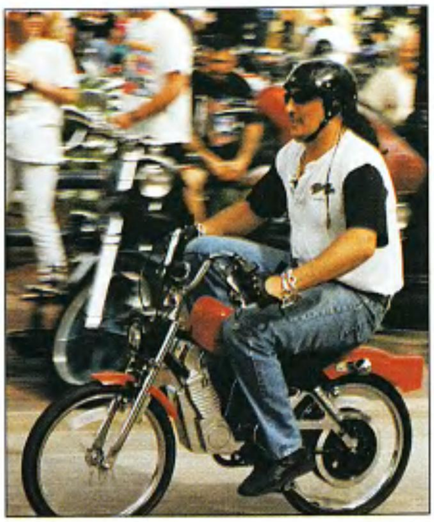
let 'er go? Hell no! There is a lot of money to be made from us tourists and they were not going to let the little matter of innocence get in the way.

Upon consultation with a local shyster, we discovered we could probably get the charge reduced to "reckless driving" for a mere $2,500! Funny, we weren't driving recklessly (or drunk, for that matter). Granted, drinking and driving is a serious offense. That said, there is a difference between responsible use of alcohol and abuse. If Florida decides to draw this line at .08, it is wrong to redraw that line after the fact. I'm sure they figure the majority of people will simply eat the ticket. This is a simple case of highway robbery. When the police are no better than the criminals what do you have left?

I heard numerous stories about similar situations all week. Take my advice, avoid Daytona Beach Shores. Don't patronize their hotels, restaurants, or bars. When the merchants start screaming, maybe, just maybe, their cops will start to lighten up.

And how about the gal who held up a "Show Me Your Dick" bumper sticker? I heard she was arrested for "soliciting!" We managed to find a few gals willing to bare a breast for our cameras, but woe be the hardbelly who got caught, a hefty fine (or worse) was the result. Imagine that—show a tit, go to jail. What's this world coming to?

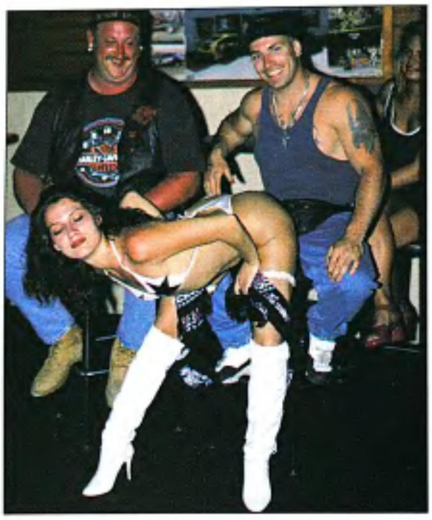
OK, enough bitching. I hadn't been to Daytona since '89, which was probably one of the coldest Bike Weeks in history. So when I saw the weather →

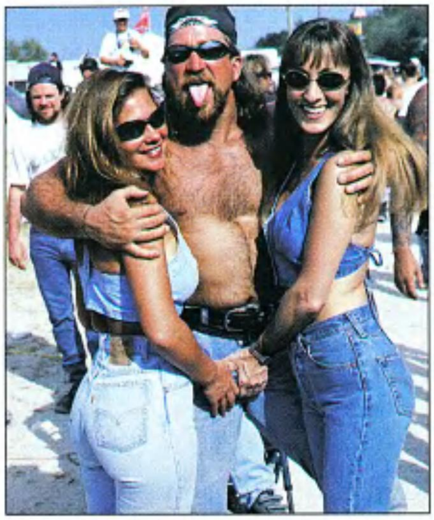


report, temps in the 70s and 80s, there was no holding me back. The weather bunny didn't lie, it was beautiful and sunshiny all week.

We went to all the roadhouses around the county and there was a rip-roarin' party goin' on everywhere you looked. Notable were the Last Resort, Jackson Hole, Pub 44, and the Crazy Horse Campground. David Allen Coe gave a great performance at the latter, though the sound was poor. I sure dug hearing all those great ol' tunes.

We went to the road races Sunday at the Speedway; they were kickass. The 200 was bitchin', even though the Japs romped on the VR1000s. Harley is still working out the bugs. The 883 race was fun, and guess what? The Harley won! →

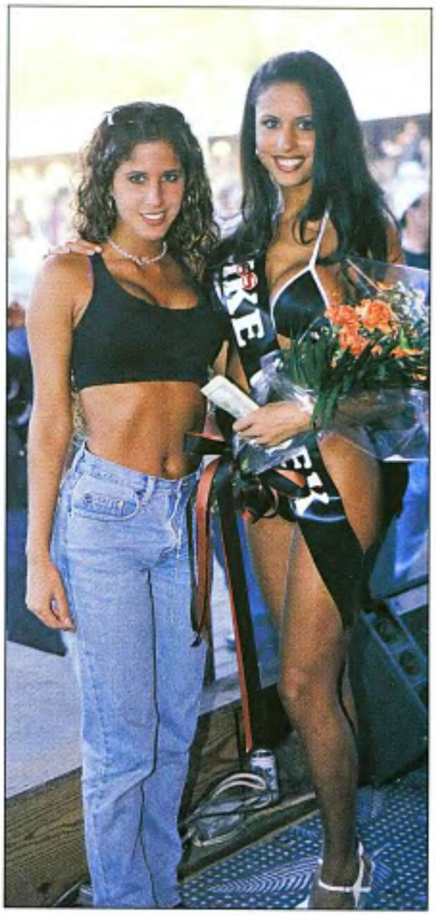


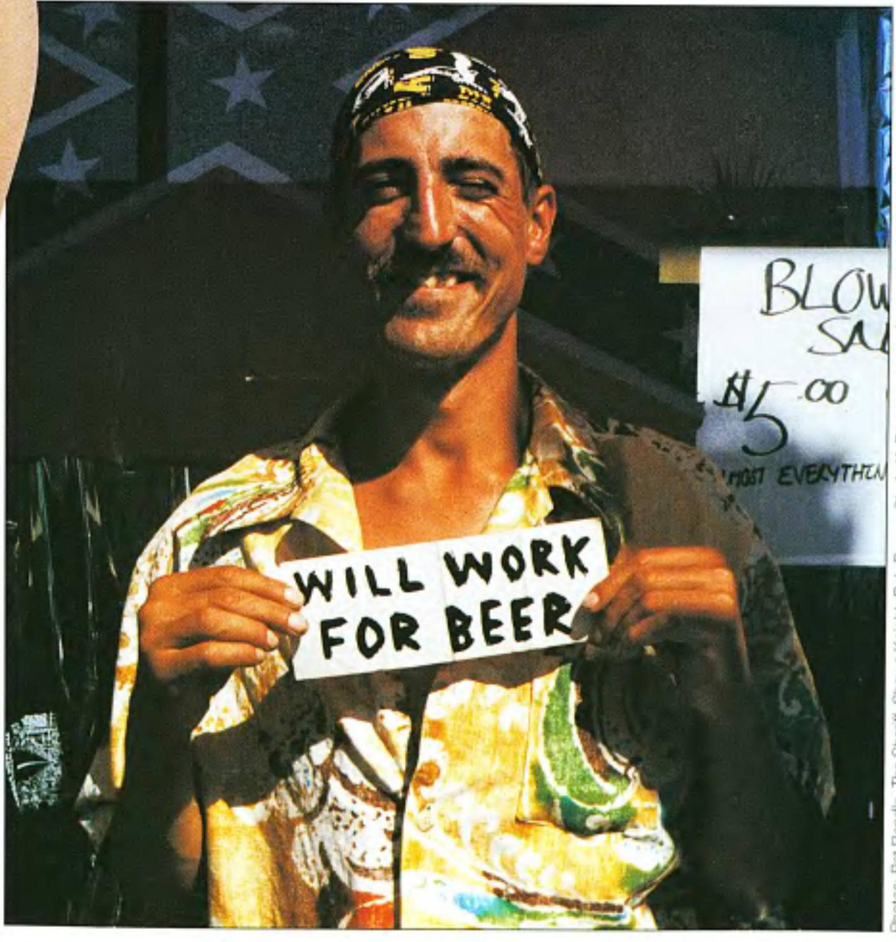


The drag races at Orlando Speed World in Bithlo were a certified blast. Jim McClure was the winner in Top Fuel. Jim and Phyllis are the nicest folks you could ever meet, so I have to admit I'm biased in this respect. For the record, Bill Furr and Ray Price put in noble efforts. Check out September's *Quick Throttle* for all the results.

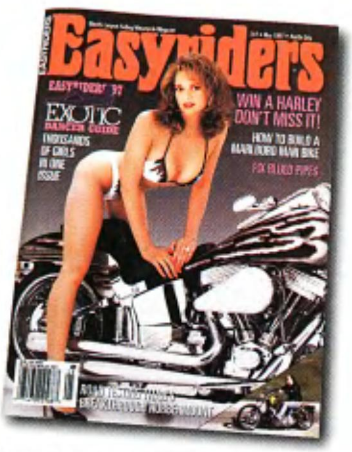
Did we have fun? You betcha. Be sure to check the September issue (#83) of *In The Wind* for 40 pages of Bike Week action, and watch for the new *Easyriders* Video featuring the best of Main Street and a whole lot more.

—*Kit Maira*





Photos: Pat Randle, The Sheriff, Shawn Knight, Bob Russo, Sheila K. Brannon, Louis Camerato, John Price, David Grubb



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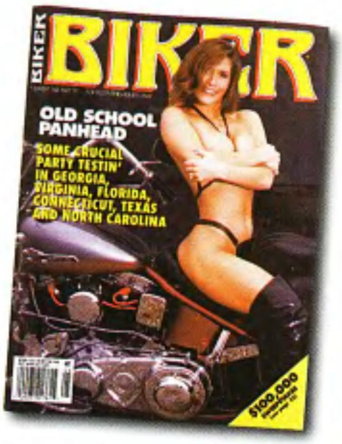

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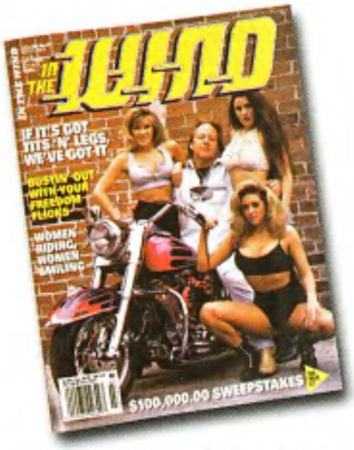

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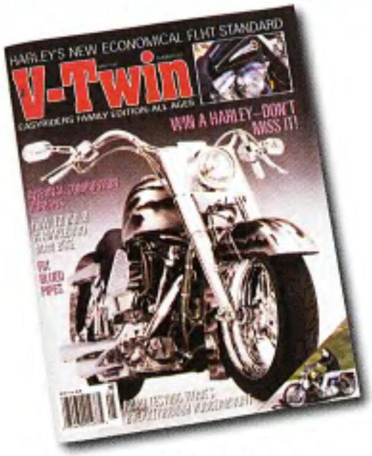

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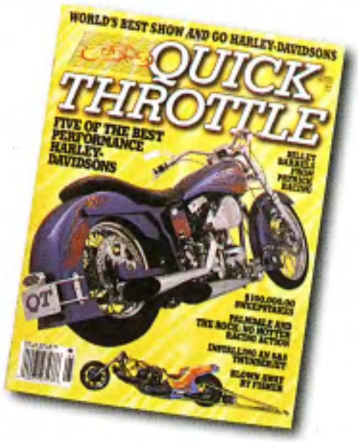

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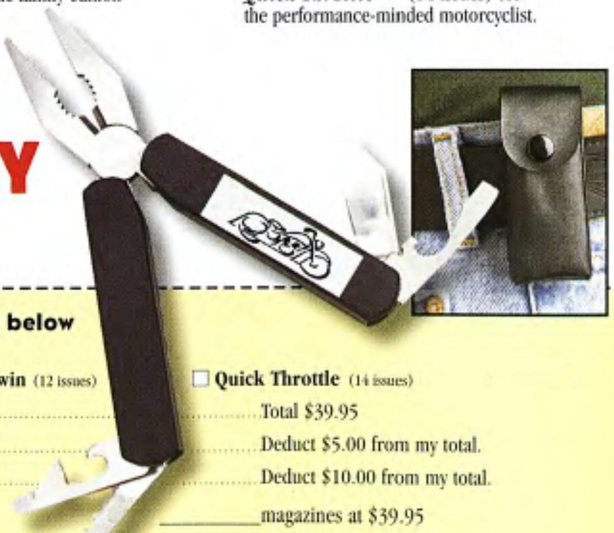

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PLASTIQUE FANTASTIQUE

BANDIT'S ULTIMATE BOLT-ON GUIDE

Photo: Denis Destrempes

"Real men have been modifying their stock motorcycles since forever, so how is that any different than a hot-blooded woman wanting to enhance her own stock chassis?"

Bandit posed this question to me from behind his custom Panhead desk as he held up a sizzling picture of what surely had to be one of the finest dual display of enhanced high beams this side of a midnight runaway Peterbilt. He'd had the gal's face digitally scrambled to preserve her identity (for his own devious intentions) and to prevent office personnel from abandoning ship and searching for her Holy Grails.

But that wasn't enough to stop *me* from drooling like a frothing teenager in a girls' steaming locker room. Bandit tossed me an oily rag, followed by two more questions: Who creates these mammalian masterpieces, and how is it done?

"Get on it, Trash," Bandit barked, "and don't come back without the goods. Or else ..."

BREAST IMPLANT 101

Frisbees Or Pears

Silicone gel implants were banned for the most part in America by the FDA in 1992, leaving saline implants as the only approved medical device for cosmetic breast enhancement.

Today's implants are handmade in either round or anatomical (teardrop-shaped) silicone packets, filled instead with saline, through self-sealing openings that receive the sterile saline solution through a thin filler tube by way of a large, hand-held syringe.

The two players in the enhancement manufacturing arena are McGhan Medical Incorporation, and Mentor Corporation, both of whom produce round implants. McGhan developed the anatomical implants, and Mentor recently modified filler technology with a post-surgical inflatable round implant (Spectrum) that allows additional saline to be added by reattaching the filler tube through the original incision.

McGhan's anatomical implants (designed by Harley-riding, tattoo wearing John Tebbetts, M.D., Dallas, Texas) offer an aesthetically pleasing alternative to the necessary overfilling of round implants, where the top portion is overfilled to offset the inevitable settling of saline. Not all surgeons use the anatomical implants, however, because they believe that the settling saline will form a teardrop shape in the round implants regardless.

Both types come in standard and special order sizes, measured in cubic centimeters. Approximately 4 ounces of saline (30cc per ounce) equals one bra cup size, so figure about 120 ounces per cup. The sizes correspond roughly as follows: A cup = 120cc; B cup = 240cc; C cup = 360cc; D cup = 480cc, etc. But several surgeons commented that cup size is actually a relative notion, saying that volume is what really matters.

Both round and anatomical implants are available in either smooth or textured surfaces. Why? Because when any foreign body is introduced into your physical body, scar tissue immediately begins to form, creating a capsule. The scar tissue then begins to interconnect with other tissue strands which start to contract (imagine your fingers laced around a water balloon). The textured surface was developed to prevent the scar strands from interlacing, a process called capsular contraction.

This doesn't occur in all women, but it does form a hardened surface around the implant, most often associated with how we expect breasts with implants to feel. Surgeons have differing opinions on the effectiveness of this preventative idea, and some believe that this condition also helps to form the above mentioned teardrop-out-of-a-round implant.

BOLTING ON THE BOLT-ONS

Surgeons place implants by making an incision either through the armpit, under the areola (the dark circle surrounding the nipple), just under the breast fold, or through the navel. The two fundamental placement areas are either underneath the chest muscle (submuscular), or on top of the chest muscle, just below the breast tissue (subglandular).

The surgical approach depends on the amount of a woman's skin, breast tissue, and proposed implant size. A woman with thin, tight skin and small amounts of breast tissue who wants large implants placed above the chest muscle may experience rippling in the skin; in this case, under the chest muscle is the way to go, where more support is provided, which also prevents shifting. But there are limitations to how big an implant can be placed here, and the recovery time takes longer.

In both cases, a pocket in the skin is created by the surgeon to accommodate the implant, by either cutting through a portion of the chest muscle (submuscular), or by raising the unattached breast tissue from above the chest muscle (subglandular).

A tissue expander (a sample implant of sorts) is inserted and filled with saline to check for size and placement. Then, if everything looks perky, the permanent implant is rolled-up, inserted and inflated with saline. The chest tissue and skin are sewn up with dissolvable sutures, and *voila*: instant high beams!

A NOVEL NAVEL APPROACH

The revolutionary navel (belly button) technique developed by Gerald Johnson, M.D., Houston, Texas, leaves only one scar. Using an introducer (a thin hollow tube which also contains a solid core, called an obturator), the surgeon tunnels through a layer of fatty tissue just below the skin, above the abdominal wall. He then inserts an endoscope, a long pencil-thin television camera used to visualize the exact location for implant placement, and the entire operation is performed while watching a TV screen.

For submuscular placement, the pocket is created by bluntly separating the muscle from the ribs. If the implant is to go under the breast tissue, the pocket is created by the implant during inflation once it is in place.

SWAPPING OUT THE BOLT-ONS

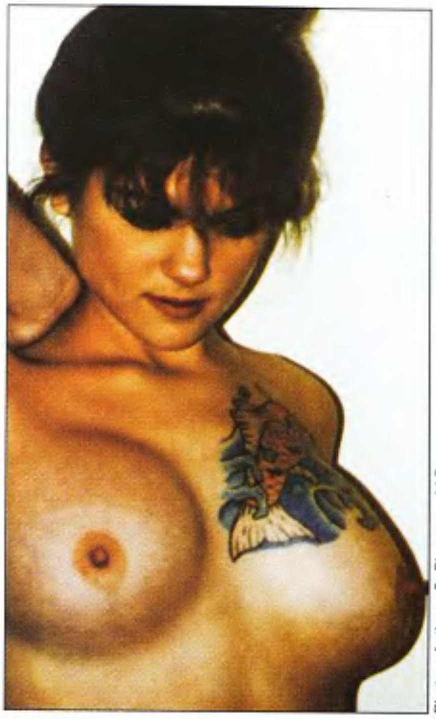
The saline implants can be removed by inserting a filler tube through the original incision and draining the saline, deflating the implant, and replacing it with a new one. Silicone implants are generally removed intact through the original scar, but Robert Vitolo, M.D., New York City, recently developed a successful technique employing a liposuction device that drains the silicone from the packet.

THE BOSOM BOTTOM LINE

Implants increase breast size more than they increase breast direction, so cosmetically, a woman gets more of what she already had. The curvature of her rib cage determines primarily how the breasts present themselves (an eternally pleasing visual), although implant placement and resulting angles can be modified to a degree. Dallas' Dr. John Tebbetts has that science wired with his Bio-Dimensional Measuring System, a method practiced by many surgeons worldwide.

Implant surgery will enlarge the areola through stretching, but nipple size and direction will basically remain the same. In other words, if you're already running dual S&S Super E's, and you swap an 80-incher for a 100-incher, don't expect the sudden look of matching Dell 'Ortos. To get this look, nipple reconstruction is optional. Breast lifts can be performed to fix excessive drooping (ptosis), but scarring can result.

To help answer Bandit's questions, the following surgeons and women graciously donated time and comments (special thanks to Traci Topps and Danni's Hard Drive, www.danni.com; Don Waitt, www.exotic-dancer.com). There's also contact info if ya wanna know and see more about the docs and gals. So let's move on to ... →



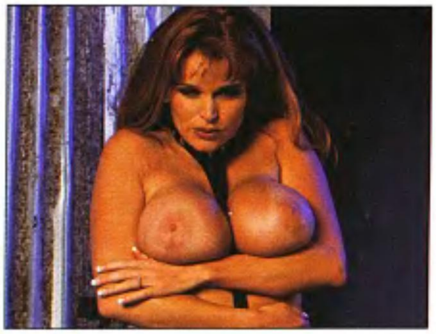
Photos: Anthony S. Pignataro, M.D.

ANTHONY S. PIGNATARO, M.D.
West Seneca, New York
(800) 367-2774

"I have them send me a front view and lateral profile photo of themselves, plus pictures of women they want to look like, which is contrary to generally accepted teaching, because I can't guarantee they'll look like this. I then have them fill a Wonderbread bag with water, place it in the size bra they want, then send me the water measurement.

"I'm presently conducting free clinical trials on a new form of breast implants. Women interested in the surgery may contact our offices for information."

Photos: Steve Gunn



THE ART OF IT ALL

MICHAEL ROARK, M.D.
San Diego, California
(619) 229-9212

"The most critical thing is realistic expectation. With SanaFey, she'd had a child, her skin was stretched, and she had good sides to begin with. We could give her a super-sized implant because she had a very symmetrical frame. She also had a great deal of scar tissue from her previous surgery. I removed that along with the original saline implants to create a larger pocket, then relayed the chest muscle. By placing the new implants on top of the muscle, we were able to give her the look she was trying to create."

SanaFey, 5'7", 40EE-25-35
www.danni.com; www.sanafey.com

"I went from the basement to the top floor. I'd had a previous breast job, 350cc each, but the guy used the wrong stitches and the saline implants pushed out from under the chest muscle.

"Then I heard wonderful things about Dr. Roark, and I went with 850cc per breast using special-order round implants. From the first surgery, I couldn't feel my nipples at all, but three months after Dr. Roark's surgery, the sensitivity came back."

BIANCA, 5'9", 36C -26-36
Jill's Lounge, Wheeling, West Virginia
"I considered getting implants because eight other women in my family have implants. I was a small B, and even though Dr. Pignataro said I'd need a second operation to avoid rippling, I just said, 'Stuff 'em as much as you can!'

"I went with Mentor 525cc saline implants under the breast fold. He went under my chest muscle and still had a hard time stitching me shut. For my second operation, we went up to Mentor 775cc."

LISA LYNN, 5'2", 36DD-24-31
Partners Tavern, Erie, Pennsylvania
Fox Hunt winner, *Easyriders* #284
"Back home I'm known as the boob-job girl. I had McGhan implants for my first two surgeries, then round 800cc texturized Mentor implants for the third. I had no cosmetic work done to my nipples, and I recommend Dr. Brucker (Ft. Wayne, Indiana) because as my third doctor, he finally gave me the complete look that I wanted."

Photo: Don Rogers

HARRY V. EISENBERG, M.D.
Maitland, Florida
(407) 647-5380
"I make an incision in the crease under the breast and place the round implant on top of the muscle. I use smooth, round implants primarily because I was one of twelve doctors chosen nationwide to evaluate the textured implants [designed to reduce capsular contraction] when they first came out. There was a lower incidence of it the first year, but by the second year the numbers were up, and by the third year, it was close to what we'd seen before.

"After twenty-two years and over five thousand patients, I have a pretty standard way I like to do things. Recently, two girls from New York who didn't know each other came down for surgery. Not long after that, they met on the beach, and the one said, 'Eisenberg?' The other girl laughed and said, 'Eisenberg!'"

DEVON MICHAELS, 5'3", 38DD-23-33
9109 W. Sahara Ave., Suite 105-167
Las Vegas, NV 89117
"My first implants were 400cc each, under the chest muscle. By 1994, I had worked with several perfect women done by Dr. Eisenberg, and I wanted to go really big, 1000cc. He suggested 650cc bags instead, filled to 830cc. He went over the chest muscle this time, and rippling occurred. Because I'd had saline in silicone bags prior to the 1992 ban, we went back to silicone implants (700cc each)."

Photo: Robert Winegar

STERLING SEVINOR, M.D.
Boston, Massachusetts
(617) 592-3632
"Michelle is a perfect example of someone who was realistic; she's had five kids and was left with little breast tissue or cleavage. The solution for Michelle was two operations at the same time, a breast lift (mastopexy) followed by breast implant surgery.

"We did the lift first. It was all external, and involved skin and nipple, not muscle or breast tissue. We were also able to bring the nipple up without having to make the usually long and scarring inverted-T incision. Once we added a new shape to the skin of the breast and the nipple, all that was missing was fullness. We went from 36B to full C, using 450cc round textured McGhan saline implants, placed under the breast tissue.

"When Michelle saw the final results, she started to cry from excitement. 'I can't believe you were able to make me look like this,' were her first words. And her usually quiet husband was thrilled." →

Photo: courtesy of Devon Michaels

Photo: courtesy of Venus De Light

VENUS DE LIGHT, 5'4", 40-23-34
(800)4VENUS8; Compuserve go strippers; 935 E. Sahara Ave., Suite 9B Las Vegas, NV 89104
"The first time, I got 350cc silicone implants from Dr. Giacobazzi (Beverly Hills) through the areola, laid on top of the chest muscle. By 1989, I wanted to get rid of the line created when I flexed my muscles. Because I'd received silicone implants before the 1992 ban, I went with 600cc textured surface Membags, a silicone gel-filled bag in a bag filled with silicone, repeating the previous entry procedure. Dancers still ask me if my breasts are real, and doctors puzzle over where the scars are. That is why I refer to Dr. Giacobazzi as God."

Photo: courtesy of Danni's Hard Drive at www.danni.com

CANDY ANDES 5'5", 44FF-24-36
www.crazyhorse.com/candyandes.htm/ www.danni.com
"The first time I had surgery, I went with round silicone implants, 550cc Mentors. My doctor went under the nipple and over the chest muscle, placing the implant under the breast tissue. I later had the original implants removed and replaced them with 1000cc McGhans, overfilled to 1200cc each, repeating the same entry point and procedure. I was happy with the first results, but after the second job I thought, 'Oh, *now* we're talking!'"

GARY TAKOWSKY, M.D.
Beverly Hills, California
(310) 657-7741
"The approach I generally take is an incision through the areola. It's direct, and you don't have any problems with the fourth intercostal nerve, which supplies sensation to the nipple areola complex, and which you can sometimes injure going through the auxillary (underarm) approach.

"I go over the chest muscle as opposed to underneath the muscle to achieve a much more natural result. I also have a new technique that makes nipples where people don't have nipples. I use the portion of the scar around the areola to wrap around the tissue in the center of the areola."

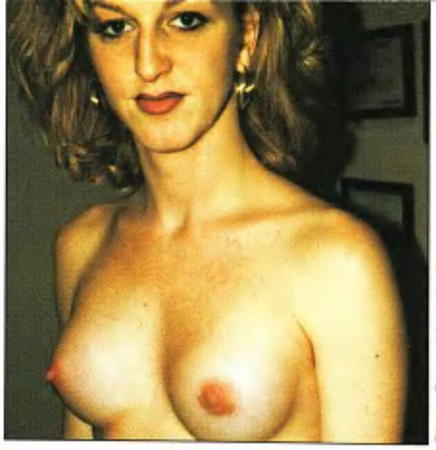


Photo: Robert Vitolo, M.D.

CRYSTAL, 5'7", 34C-28-36
Queen Mary Entertainment
Studio City, California
"Dr. Takowsky used round, McGhan 240cc implants; my breasts were originally 34AA. I'd wanted my shape and size changed, and I told Dr. Takowsky to be sure I don't look fake. He did just the way I wanted them to be, but it was my first surgery, and I was so nervous, I chewed off my acrylic nails!"

ROBERT VITOLO, M.D.
New York City, New York
(212) 289-5200
"The endoscopic technique (belly button approach) is like building a ship in a bottle. I go under the breast tissue or under the chest muscle, depending on the amount of the woman's breast tissue. I have not found anyone I cannot use this technique on, and once you've experienced this operation, you never want to go back the other way."

Photo: Pierce Axiom ©1997

KARINA, 5'4", 34D-22-34
New York, New York
"The first time I saw them after the operation, they were so big, I fainted!"

THE TEXANS

They *do* make 'em bigger and better in the Lone Star State, and these gals' surgeons are the *big* big dogs in the cosmetic surgery pack. Dr. Johnson invented the belly-button surgical approach, and Dr. Tebbetts invented anatomical implants. They're kinda the Wink Eller and Arlen Ness of torsos ...

GERALD JOHNSON, M.D.
Houston, Texas
(713) 444-0063

"It was about 1990 when another doctor at my hospital learned how to use the endoscope for shoulder surgery. He came back and said, 'Gerry, you gotta learn how to do boob jobs through an endoscope'. I said, 'Mark, that ain't possible ...', then I thought, 'Why can't I?'

"A number of plastic surgeons had placed implants through tummy tuck incisions, where you raise the skin of the abdominal wall up like a T-shirt. I used a tissue expander, got the endoscope set up, and we tried it through tummy tuck incisions.

"I performed another tuck operation, then a breast implant surgery where I made the usual incision on the underside of the breast but also used an endoscope. After these operations, I knew the technique worked, and to date we've performed more than one thousand such breast augmentations."

Photo: anonymous

FANTASIA, 5'10", 42G-25-35
8306 Wilshire Blvd., #273,
Beverly Hills, CA 90211
www.danni.com

"My first implants from Dr. Johnson using the scarless, belly button procedure were McGhan 800cc filled to 1000cc. I waited a year and a half for the skin to stretch, then went back for 1000cc McGhans filled to 1600cc. Now I'm the life preserver of the party!"

Photo: courtesy of Danni's Hard Drive at www.danni.com

TRACI TOPPS, 5'5", 36J-24-36
www.tracitopps.com
www.danni.com

"I went with the biggest implants I could get: special-order double-lumen [double layered] round McGhan 1500cc, placed under the breast fold, above the chest muscle. But it's funny; I don't see how other people see them, because I've had them so long. I looked at pictures of myself from a recent dinner party and asked a friend, 'My god, are my boobs really this *big*?'"

JOHN TEBBETTS, M.D.
Dallas, Texas
(214) 220-2712

"We designed the Bio-Dimensional approach because bra cup size is a very inaccurate way to estimate breast size. If you buy ten bras that say C cup, you'll measure huge variations. But bra and cup size really mean nothing. For example, C cuppers buy B cup bras because they give more cleavage.

"The wider the breast is, the narrower the cleavage, so as you make a breast wider, you fill up the middle part, as well as fill out the space on outside of the breast. You make the breast balance with the hips by widening the breast to make the waist look smaller.

"The bottom line? Any time a surgeon tells you there's only one way, it's not true. Every choice that a patient makes has tradeoffs. What's important is to give the most advantages with the least tradeoffs."

Photo: Ric Moore

DAWN, 5'3", 34C-22-32
Men's Club, Dallas, Texas

"A lot of time I have to tell people I've had a boob job, because everyone thinks it looks awesome. I was originally a 34B, and I chose small implants (McGhan anatomical, 280cc right, 300cc left), placed under the breast fold. I'd looked into the surgery for five years; from dancing and having talked with hundreds of girls, Dr. Tebbetts' work looked the best."

Photo: Julian R. Noel

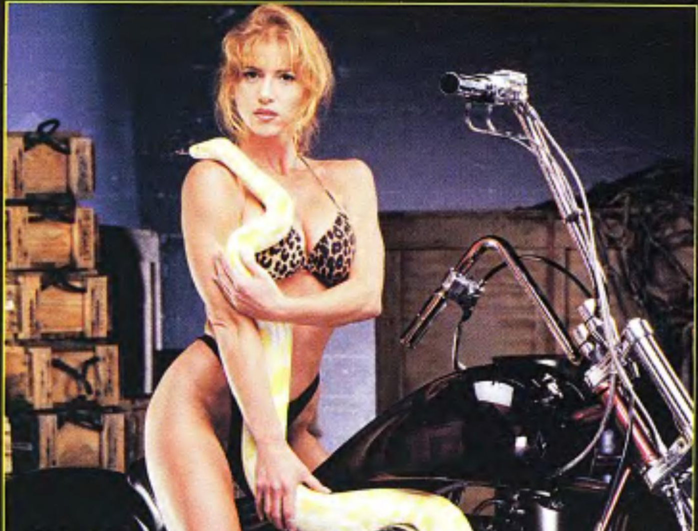
VICTORIA, 5'10", 38C-25-36
Obsession, Dallas, Texas

"The first thing Dr. Tebbetts said to me was, 'Why do you want to change your breasts? They're beautiful.' That told me he cared about me as a potential patient and as a person. And I worked in human resources for an oil company for years...

"Mostly, I'm glad that I've been able to have this experience on the back end of my life, not the front end. My main priority was being able to look natural and feel comfortable. I do, and everyone tells me they look perfect. This is like fantasyland ..."

—*Captain Trash*

SERPENTINE SLED



THE VETERAN AND THE SNAKE CHARMER

A narrow driveway dropped abruptly into a cavernous underground parking structure adjacent to a tightly built condo complex in the seemingly beachy Southern California community. There was nothing seaside about the vast square miles of old California bungalow-type homes saddled with jutting apartment houses, as often as the city fathers would allow. I popped my roaring Dyna Glide over the rise as the steel gate guarding the dank garages opened below the stucco structure. Jammin' into condo underworld, I gave the complex one final deviant blast of my Bartels' cutaways and slid to a stop, "Is it running yet?" I hollered. →

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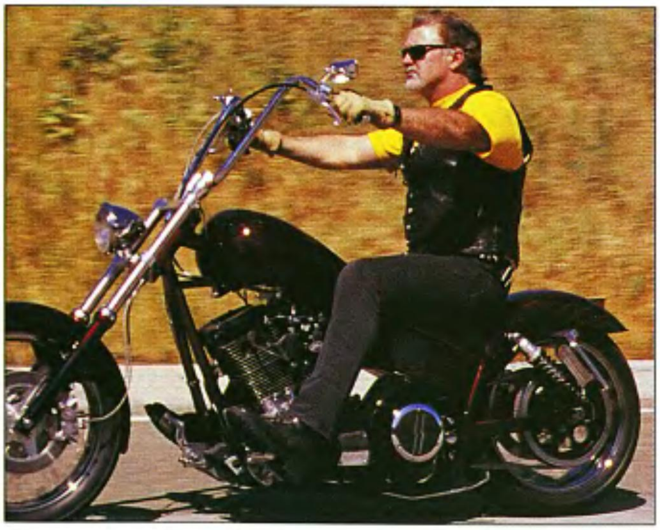
In the dark, walled tomb, Mark Lonsdale, the man who owns this Night Dagger, spun the combination lock on his galvanized garage door padlock, then found the key that operated the electric door opener and engaged it—high security. This was a common ritual for both of us, except this particular meeting had a sense of urgency. We had the opportunity to shoot this cover with the winner of the Miss Run For The Wild Contest, Julie Bourque, a buffed, wavy redhead who was hotter than cayenne pepper. I called immediately. "Chance of a lifetime, bro. She's in town tomorrow. Steve Gunn has the studio reserved and the Wild Life crew is bringin' the props." I slammed the phone in the cradle and blasted to his pad.

The area in front of the underground garages was a concrete cell with cement walls, except for a trickle of mildew, concrete floors, and steel and cement ceilings. There was one flickering fluorescent tube. Mark hoisted teams, military and special operations groups all over the world. He arrived in California 20 years ago from New Zealand, with no more than an old Shovelhead and a well-worn Browning 9mm. He fell in love with the hot sun, endless highways, and beach blondes—he dug in.

"Bullshit, oh combat veteran," I said. "Today I'm the guru of chrome and broads. Let's get this bike done." While we jacked up the tranny to line it up with the Kenny Boyce swingarm, we had to climb over Mark's scuba tanks and assorted diving gear. He's a member of L.A. County's emergency dive team. They're called when any watercraft is sunk off the coast or a drunk driver gets outta line and ends up in a local lake. Stumbling in the cluttered garage, we were forced to shove his ammo loading bench, rappelling ropes and harnesses, parachutes and weapons cases aside to install the wide glide front end. The two-car garage held no 4-wheeled vehicles,



his canvas punching bag and I chained it to the only vent where a single beam of sunlight dropped, in a fan shape, on the slick floor. We trained in close quarters combat weekly, but we had no time this evening.

"Start warming up," Mark instructed. Now, I may be the boss in some quarters, but when it comes to this, Mark is the sensei who trains SWAT yet it was as disorderly and packed as a mall during Christmas. We pushed the tactical training equipment outta the way to find his freshly painted sheet metal. "Goddammit, we've got to get this puppy together for tomorrow's shoot," I muttered, moving a fully loaded custom combat .45 (a little paranoia can be a good thing) off his work bench to find the axle hardware needed to mount the rear wheel. We spent two hours just aligning the Performance Machine wheel and 180 Metzeler with the Bartels'/Andrews transmission and 96-inch Delkron/ S&S/ Bartels' engine. Each Drac-painted hole needed to be bored and finished due to the thickness of the urethane coating.

Working around Mark's medium-format Hasselblad camera equipment, used to document tech material for these pages from time to time, we attempted to mount the Works Performance shocks, Jesse James bobbed and widened fender, and Hi-Tech Custom Cycles billet fender struts, simultaneously with a myriad of Gardner Westcott stainless washers and shims. "Sonuvabitch!" he barked, →

pinching a finger. "Wish I had four hands."

"Didn't this shit fit when you designed it?" I asked, trying to reach a cold Corona on the edge of the bench.

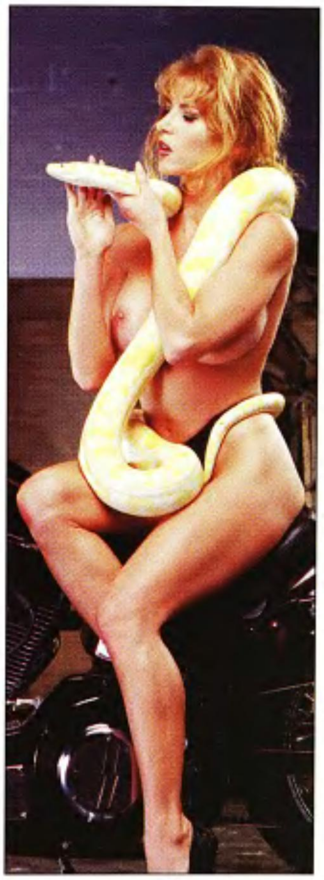
He rode the stroked and stretched Kenny Boyce Pro Street for several months last summer before tearing it down and sending it to Drac's for paint as he was called to perform stunts in, first Florida, for *G.I. Jane*, then Hawaii, for *Escape From Atlantis*. When he returned a month and a half later, bruised and beaten, the bondo wasn't dry. Hey, but that's the creative touch.

The single shaft of light filtering through steel bars dwindled as the sun faded to night and we struggled to finish the bike for the shoot the next morning. I installed the pipes; he mounted the brakes. I cut and fit the oil lines; he reinstalled his wiring harness. I fastened the bars in place and ran the cables; he installed the tank. Midnight came and went and so did the small, tentative Asian woman delivering Kung Pao chicken and steamed rice.

We were motivated. The Wildlife Waystation put on one helluvan event last year and the contest was sizzling. If you didn't get a chance to watch this girl move, you need to make it to the next event on June 22, 1997, at the Calamigos Ranch in the Malibu Mountains. (Call 818-899-5201 and ask for Jan or Rob E.) We did and we weren't about to miss another feminine fix, especially up close and personal.

As the sun came up the next morning, we finished a couple of loaf-o'-bread-sized burritos, and he tried to fire the stroker. It sputtered and died. We flushed the tank once more, refilled it, and the bad boy roared at the L.A. sunrise.

Downtown, we headed to an abandoned factory-gone studio. Each room of this three-story 1940s brick structure had been turned into a maze of sets. Originally purchased for the TV show, *Cagney and Lacy*, the massive factory was now in use by several production houses. Grips, makeup people, actors, and young directors ran from room to room.



Late, but not by much, we pulled into the parking lot, surrounded by a high barbed wire fence. It looked more like a prison yard than a film studio. We weaved our way over electrical cords and scaffolding to a ramp leading into our wharf set. There she stood, half-naked and shivering in the morning cold, while Neil Englund, the head trainer from the Wildlife encampment in the Los Angeles National Forest introduced her to her costars for the day: an 11-foot, 75-pound albino python and a feisty bald eagle, with an 8-foot wing span, named Temejin. She was terrified, just the way we wanted her. And so the shoot began.

—Bandit

Owner: ....Mark Lonsdale
City: ....Los Angeles, California

General
Fabrication: ....owner
Year and make: ....'95 Special Construction
Model: ....Pro Street FXR
Value: $30,000
Assembly: ....owner, Bandit, Gorman
Chroming: ....Highland Plating

Engine
Year and model: ....1995 S&S
Rebuilder: ....Bartels' Performance
Ignition: ....Dyna S single-fire
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....Delkron
Heads: ....Branch
Cam: ....S&S 562
Carb(s): ....Super G
Pipes: ....Ness Bubs
Modifications: ....Bartels', Crane lifters

Transmission
Modifications: ....Rivera/Bartels', Andrews gears, Bandit super clutch, P.M. shifting

Paint
Molding: ....Drac/DC Custom
Painter: ....Drac
Color/type: ....candy apple red/urethane
Special paint: ....tank art by Robert Kalafut, Quality Powdercoating, Waggaman primer

Frame
Builder: ....Boyce/Hi Tech
Type: ....Pro Street FXR
Modifications: ....34° rake, 3-inch stretch

Accessories
Bars: ....16-inch apes
Fenders: ....Jesse James
Headlight: ....Ness
Taillight: ....DC Custom
Pegs: ....P.M.
Electrics: ....FXR wiring harness
Gas tank: ....Battistini's
Oil tank: ....Boyce
Seat: ....Le Pera
Mirrors: ....one
Grips: ....Bay Area Custom Cycles

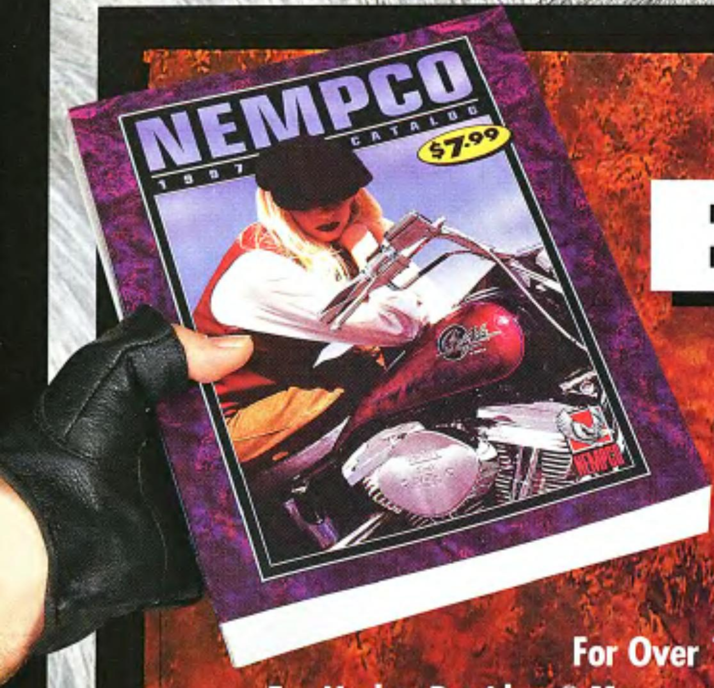
Forks
Type: ....H-D 39mm
Modifications: 2-inch-over, Ness trees, Milwaukee Iron fork stops

Wheels

Front
Type: ....Performance Machine
Size: 19-inch
Tire: ....Metzeler
Brake: ....P.M. duals

Rear
Type: ....Performance Machine
Size: 18-inch
Tire: ....180 Metzeler
Brake: ....P.M. 4-piston, GMA rotor

Photos: ....Steve Gunn, D. Mazell, S. Miles



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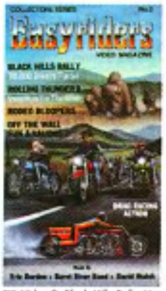
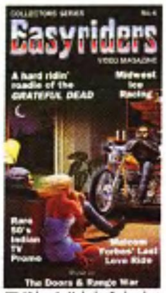
☐ Video 1: Easyriders first video. Boozefighters, Music by David Allen Coe, Doors, and more.

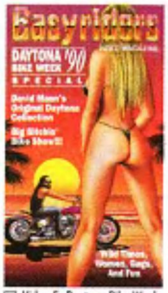
☐ Video 2: Bike Week '89. Easyriders Bike Show. Wall of Death.



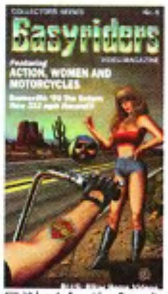
☐ Video 3: Black Hills Rally. Vets Run to the Wall.



☐ Video 4: Malcolm Forbes last Love Ride. Vintage Indian film. Grateful Dead Roadie.



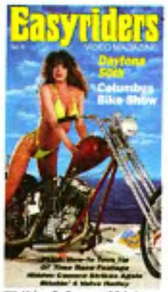
☐ Video 5: Daytona Bike Week 1990. Dave Mann's collection. Easyriders Bike Show in Malibu.



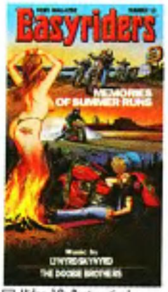
☐ Video 6: Easyriders Streamliner Land Speed Record. Vintage bike museum in Texas, biker home videos.

☐ Video 7: Sturgis 50th Anniversary.

☐ Video 8: Easyriders Grand National Rodeo. More Boozefighters, party in Austria.

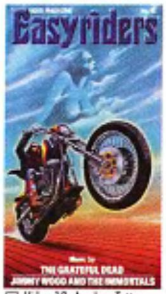


☐ Video 9: Daytona 50th Anniversary. 1931 Vintage race in New York. Easyriders 3rd Annual Bike Show.



☐ Video 10: Best parties! Sturgis, Laconia and the Red River Run. Drag racing great.

☐ Video 11: NYC Run for our POW/MIA's. Ohio motorcycle rodeo. Maryland Toy Run.



☐ Video 12: Am Jam Tattoo Expo. Iron Man Ed Kretz. Meet the Kentucky Headhunters.

☐ Video 13: Daytona Bike Week. Meet Bud Ekins, Hollywood Stunt man. 4th Annual Bike Show.

☐ Video 14: Iowa Freedom Rally. Redwood Run. Antique Bike Races. Easyriders Rodeo.

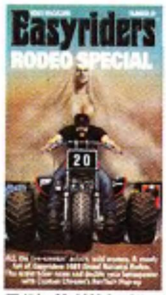
☐ Video 15: Sturgis Special. Monster Sled puller. Biker jokes and hot and heavy rock 'n' roll.

☐ Video 16: Dedicated to Tattoos. Zippers Cycle drag bike feature. Scenes at an Easyriders bike shoot.

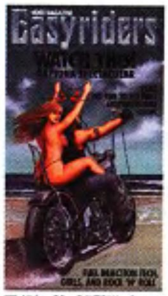
☐ Video 17: Daytona Beach welcomes bikers. Drag racing action. Flame painting secrets.

☐ Video 18: Winter Special. Harley's 90th Anniversary. Wild Willy returns. Biker fantasy, "Razor's Edge."

☐ Video 19: Ride to Sturgis. Fryed Brother's Band. Chillicothe rodeo, Lorenzo Lamas, "Renegade".

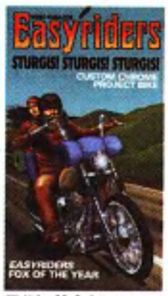


☐ Video 20: 1993 Grand National Rodeo. Custom Chrome's Pro-Street kit. And...a fantasy bike wash.



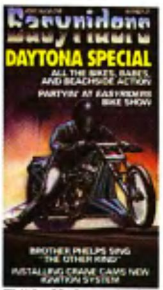
☐ Video 21: DAYTONA, hottest party! Plus the Run to the Wall, Easyriders Invitational Bike Show in Ohio.

☐ Video 22: Biggest Laughlin River Run ever. Dave Barr's round the world two wheeled tour.

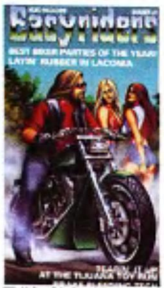


☐ Video 23: Exclusive interview with Pearl Hayle. Carl Morrow Warbird project.

☐ Video #24: Grand Nationals in Lancaster, California. Behind the scenes with the Easyriders Catalog girls.



☐ Video 25: Daytona Beach 55th Bike Week, 7th Annual Easyriders Invitational Bike and Tattoo Show.



☐ Video 26: Best biker parties. Laconia, Tijuana Toy Run. Illusion Motorcycle. Simplify your brake bleeding.

☐ Video 27: Black Hills Motor Classic. Ben Nighthorse Campbell. Iron Horse Rally. Harley-Davidson's VR1000.

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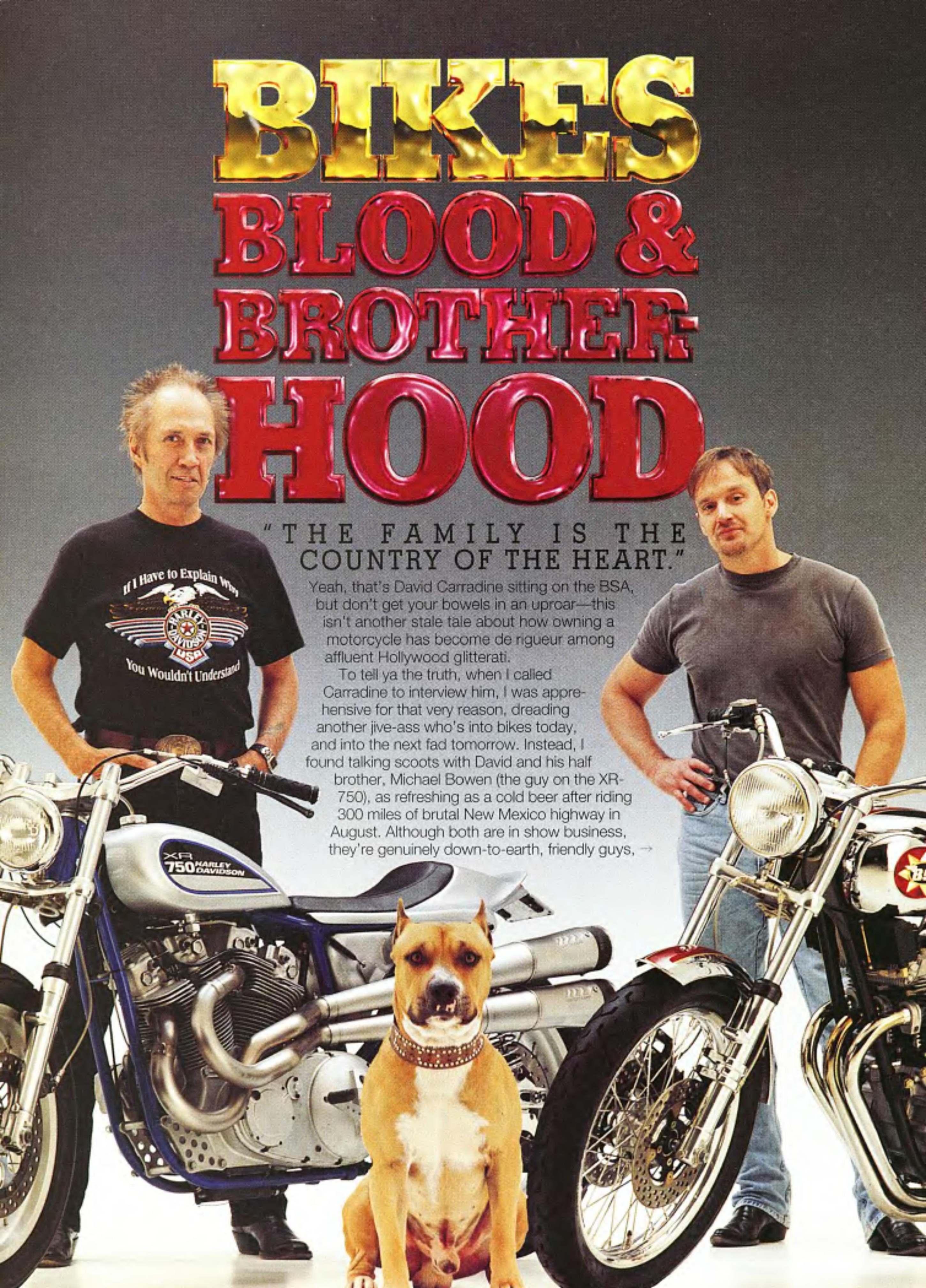
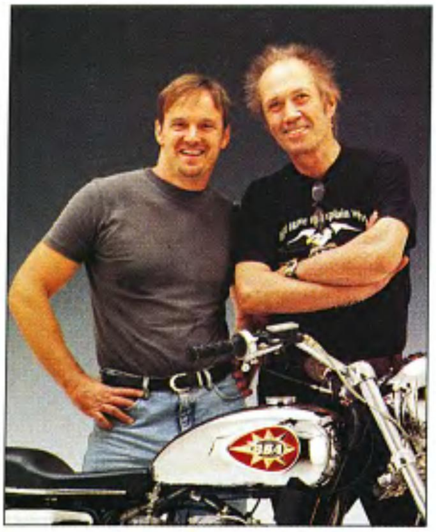
BIKES BLOOD & BROTHER-HOOD



"THE FAMILY IS THE COUNTRY OF THE HEART."

Yeah, that's David Carradine sitting on the BSA, but don't get your bowels in an uproar—this isn't another stale tale about how owning a motorcycle has become de rigueur among affluent Hollywood glitterati.

To tell ya the truth, when I called Carradine to interview him, I was apprehensive for that very reason, dreading another jive-ass who's into bikes today, and into the next fad tomorrow. Instead, I found talking scoots with David and his half brother, Michael Bowen (the guy on the XR-750), as refreshing as a cold beer after riding 300 miles of brutal New Mexico highway in August. Although both are in show business, they're genuinely down-to-earth, friendly guys, →



Photos: Raiko Hartman

each with a wry sense of humor and a lifelong love for motorcycles of all types. (David grew up riding Triumphs; Michael was partial to Nortons.) And despite being raised in strikingly dissimilar environments—to say nothing of an age difference of 23 years—the brothers share a deep, strong bond.

David and Michael are part of a nine-member, all-male, consanguineous clan composed of seven brothers and half brothers—Bruce, David, Chris, Keith, Bobby, Michael, and Rama—and two stepbrothers, Dale and Mike Grimshaw. Like David and Michael, brothers Keith and Bobby are successful actors and motorcycle enthusiasts. David Carradine is, of course, the oldest son of John Carradine, the legendary character actor whose gaunt frame and theatrically resonant voice were indelibly stamped in the memory of movie fans for more than 50 years in such celebrated movies as *Bride of Frankenstein, Captains Courageous, Stagecoach,* and *The Grapes of Wrath*. During the '50s and '60s, John also appeared in a number of horror movies and low-budget quickies, my personal favorite being 1959's *Sex Kittens Go to College*.

A gifted actor, David Carradine, who recently got his star on the Hollywood Walk Of Fame, has distinguished himself in both television and motion pictures. His film credits include fine performances in such acclaimed movies as *Mean Streets, Bound for Glory,* and *The Long Riders*. Like his father, he's also starred in a few potboilers, including the outrageous, tongue-in-cheek classic *Death Race 2000,* in which Carradine plays Frankenstein, one of the deadly drivers in a cross-country race that awards points for flattening citizens along the route.

Carradine's television debut was in the short-lived 1966 series *Shane*, followed six years later by his role as Kwai Chang Caine in the hugely popular *Kung Fu*. During this period, he dropped out of the L.A. glitter world to lead a genuinely unconventional life in a ramshackle old house in the Hollywood Hills. Interestingly, about the same time he rode his first Harley-Davidson—and nearly died.

"In 1972," Carradine recalls, "I was doing a picture whose main character was a biker. The screenwriter wanted me to ride a Triumph, but I said it had to be a Harley, even though I'd never been on one. Later, when we were all ready to go out to the location for the first shot, on a whim, I decided to ride the bike. Immediately, I had to cross this gnarly intersection against traffic. I rode the bike onto the street and suddenly my mind completely reverted to Triumph mode. I jammed my foot on the 'brake,' and what I got was neutral.

"I should have been a dead man, but, amazingly, I sailed through the intersection untouched, with cars zooming by everywhere. It seemed like an omen, and from then on, I just thought, 'Everything's gonna be OK.'"

Michael grew up under radically different circumstances from his half brother. Their mother had divorced John, remarried, and moved to San Francisco, just as the cultural revolution of the '60s exploded like a psychedelic H-bomb, with Michael at ground zero.

"My father was an artist," Michael says, "so when I was a kid, I was surrounded by all the icons of the hippie movement—Ken Kesey, Mountain Girl, Tim Leary, Chocolate George, Wavy Gravy, Allen Ginsberg, Baba Ram Das, the Grateful Dead, and so on. I kinda grew up on bikes, ridin' the Coast Highway, and having fun—maybe too much fun, 'cause I had a few scrapes with the law ... Eventually, my dad called David and told him they'd better come get me before I got into some *real* trouble. So they took me to L.A., straightened me out, and I got into acting."

To date, Michael has appeared in more than 50 movies and television shows, and acting has become as vital to his well-being as riding motorcycles. "It's a serious addiction," he says. "If I don't do a film, I go through withdrawal.

It's in my system, and so are bikes."

The particular motorcycle monkey on Michael's back is the Harley-Davidson XR-750. "To me, the XR-750 is the ultimate street motorcycle," Michael says, unequivocally. "I grew up riding BSAs and Triumphs, but you couldn't get the ponies out of them that you can from the Harley. The XR-750 has the same basic handling characteristics, but you get eighty horsepower to the rear wheel."

The accompanying photos show a couple of the bikes owned by Michael and David. The 750 flattracker is a '77 model, featuring an engine rebuilt and balanced by Mert Lawwill, to cite just one reason the bike can blow the sushi out of Suzukis and their ilk. David sits astride a '71 BSA Rocket 3 that's loaded with custom refinements and an engine rebuilt and balanced by Jack Hateley. By the way, brother Bobby Carradine reworked the electrics.

There's a helluva lot more to tell about David, Michael, their careers, and the bikes they've owned, but the real story on these two guys isn't about show biz, or trendy bike-ridin' celebs, or a famous father, or ... well, you get the idea.

The *real* story is that two brothers,

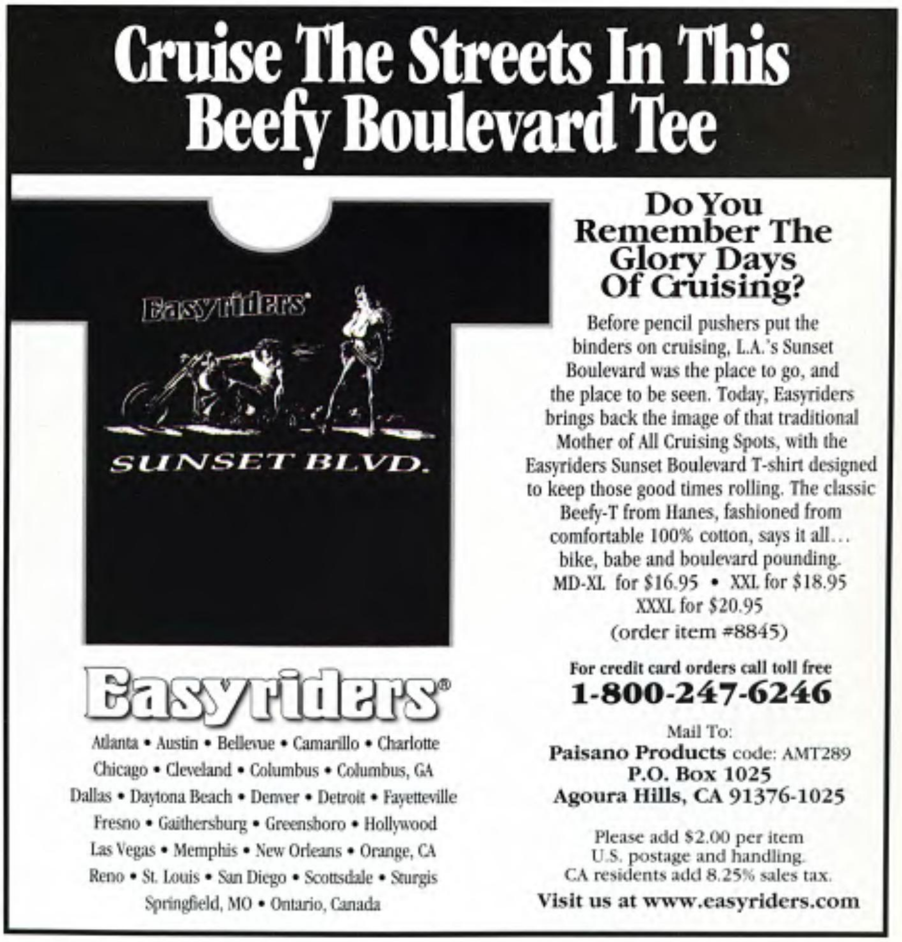
> "THE SCREENWRITER WANTED ME TO RIDE A TRIUMPH, BUT I SAID IT HAD TO BE A HARLEY."

separated by 23 years, by 400 miles during Michael's childhood, and by the demands of a stressful, high-profile life, forged a bond more profound than the merely circumstantial ties of blood kinship. When Michael speaks of his admiration, gratitude, and respect for David, or when David says he relates to Michael more than to anyone else in the family, it's clear that this bond is based foremost on each brother's recognition of the other's character and integrity, as well as the enjoyment of mutual interests, of course. That's where bikes come in.

Because motorcycles—with their ineffable power to clear the mind, refresh the body, and free the spirit—have been a family totem throughout the lives of both David and Michael; they have played a significant role in creating, strengthening, and maintaining a relationship that has transcended age, distance, and domestic strife.

And that, my friend, is something pretty damned special.

—*The Austin Animal*



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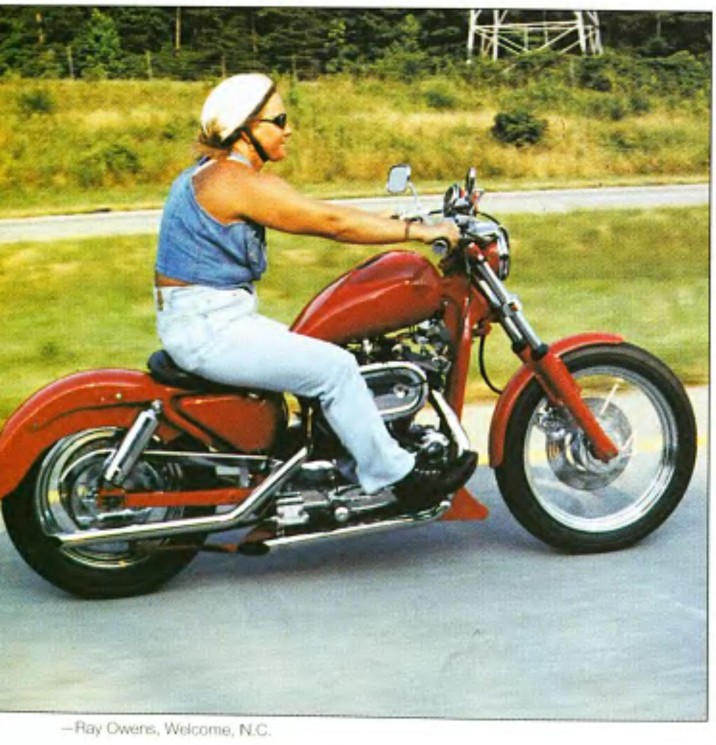
In the Wind

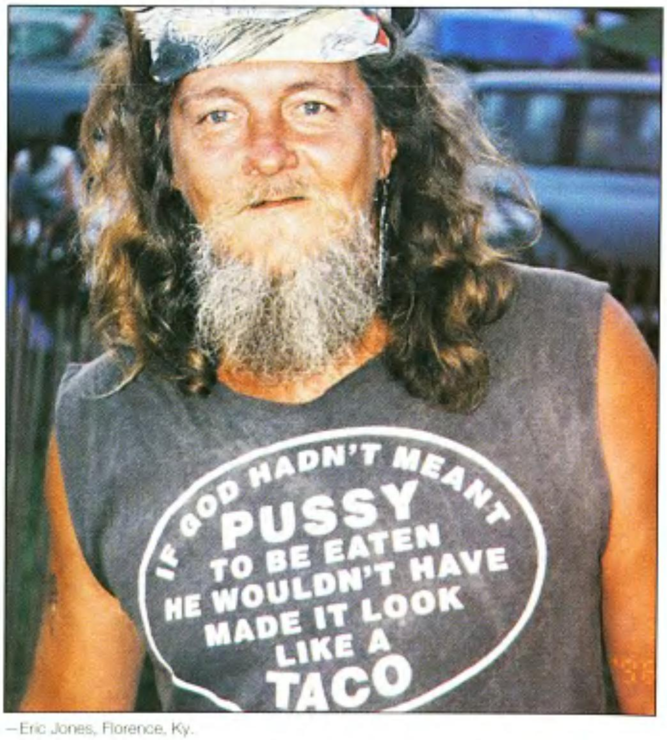
—Tim Cronin, Daytona Bike Week '96

—L.G. Photo, Oklahoma City, Okla.

—Achim Heise, Stuttgart, Germany



—Ray Owens, Welcome, N.C.



—Eric Jones, Florence, Ky.

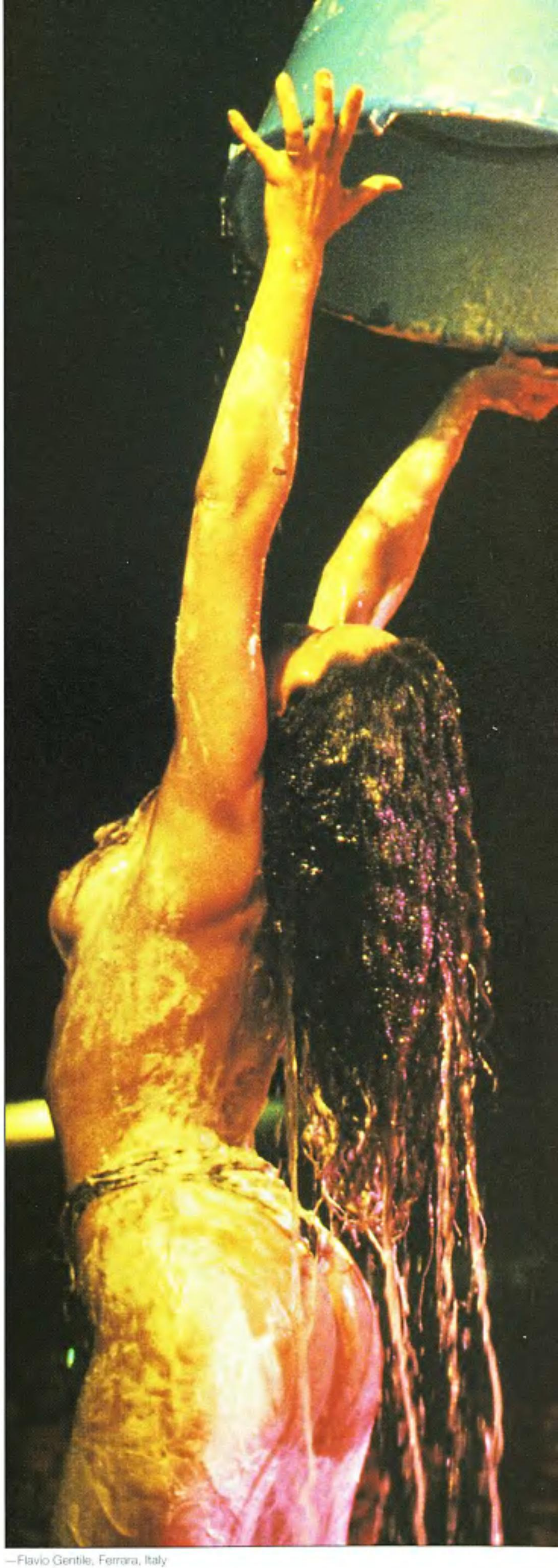
—Zane Kuhle, Palm Harbor, Fla.

—Louis Camerota, New Castle, Del.

—Jeff Seymour, Benton, Ill.

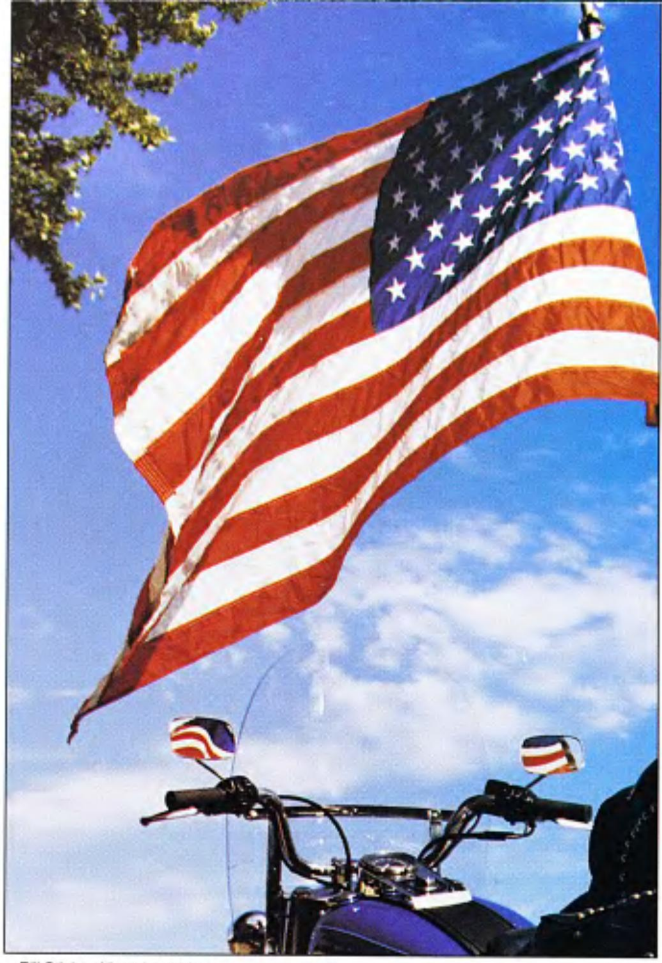
—Kyle, Maria and Rich, Silver Plume, Colo.

—Blackbird, Team Indian, '96 AMC Field Meet, Davenport, Iowa

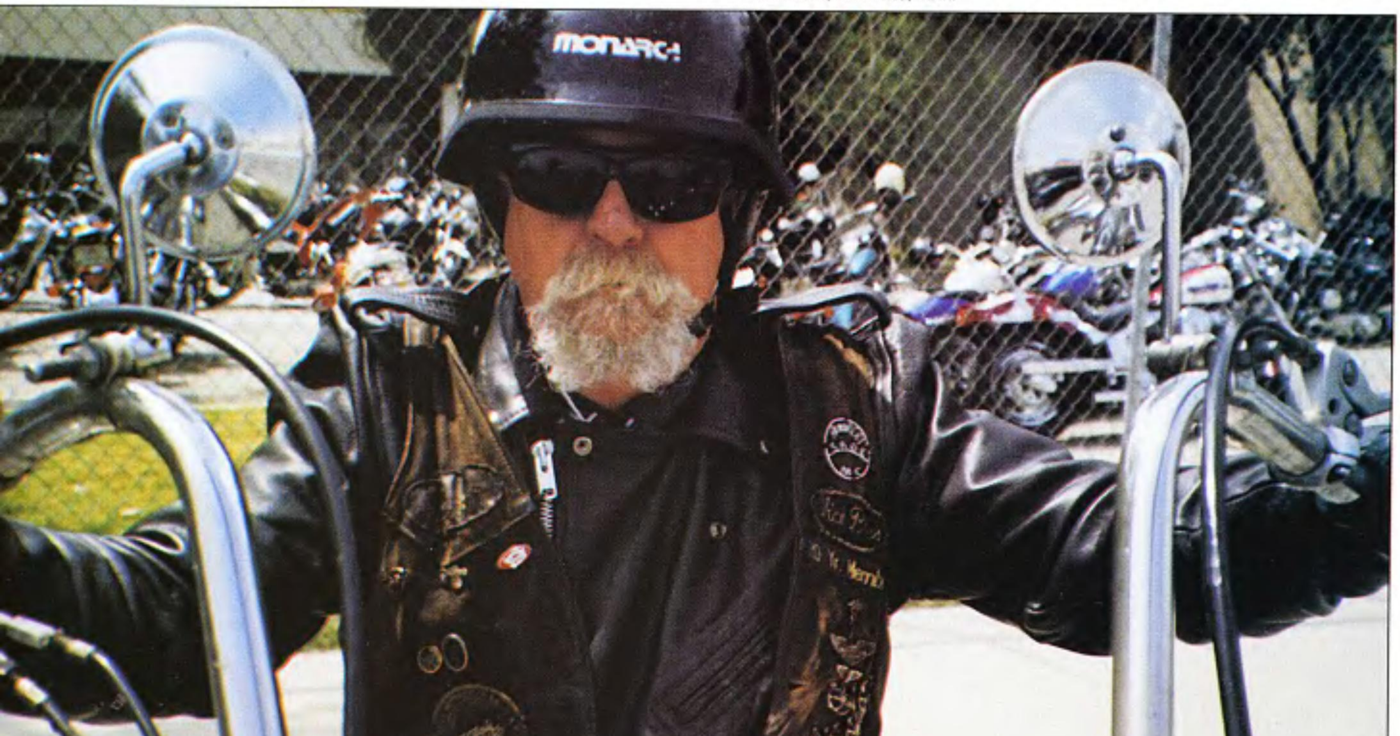


—Flavio Gentile, Ferrara, Italy

—Maelene's Hot Shots, Lafayette, Ind.



—Bill Stieler, Albert Lea, Minn.



—Sagebrush, On the road

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders In The Wind*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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No shit! The name of this bike is "Bad Ass III," and it fits. Hey, we're talkin' 103 inches of hellish hot rod, screamin' yellow and flames, raked out and stretched up, tall by skinny and short by huge rubber, and all of it wrapped in custom, one-of-a-kind sheet metal by a no-holds-barred tin artist. Hector Sedano's third all-out iron-pumping custom is balls-out tough, a rude mood follow-up to his previous pair of winners, Bad Ass I and Bad Ass II.

Topping those two wasn't easy. Bad Ass I, a surgically sanitary, all-white scoot was last year's *Easyriders* Spectator Class and Reader's Choice winner, and it copped the big prize at every show on the circuit. Number II followed on that trail, this time with a classy, Cadillac-style big Harley feel. For Bad Ass III (there →

BAD ASS III

IF THE NAME FITS . . .

will be five in the series) Hector and the boys changed course again, building a bike with attitude. Different look, different feel, different Ken Michaelsen hand-painted skull on the tank (all the Bad Ass bikes wear that tattoo).

Hector's quick to admit he's getting better with each edition. More than just dialing in the build process, though, he knows where he's going right from the start. Check it out: The bones of the bike, along with the wheel and tire size and placement, are mapped out on a computer before anything is ordered up. For Bad Ass III the Chopper Guys Pro Street Digger frame was spec'd for a 45-degree rake and 4 inches of stretch, and that's the way it was called in. With that platform in hand Hector can take his renderings to metal wizard Willy Stryker, and there will be no false starts or unpleasant surprises. Everybody's turned to the same page. Literally.

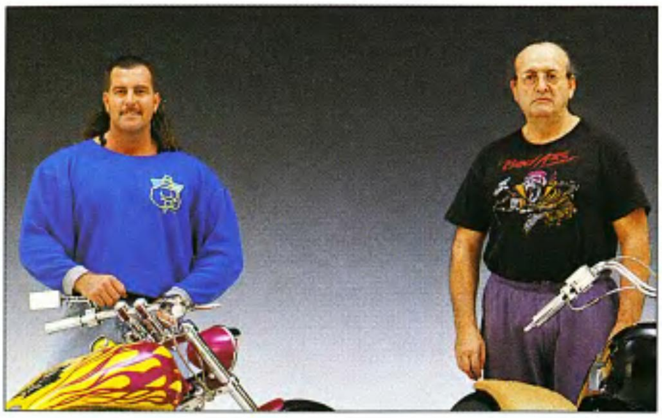
The clean, everything-matches look isn't accidental, either. It *does* match, because it was made that way. Example: Each chrome piece was replated before it went on. The reason, says Hector, is that all aftermarket chrome isn't created equal: some has a yellow cast, some comes with a blue tint, some is burning white. So all the shiny bits, from wheels to widgets, are automatically sent out for a quality triple-plate right outta the box. The result: Take a look!

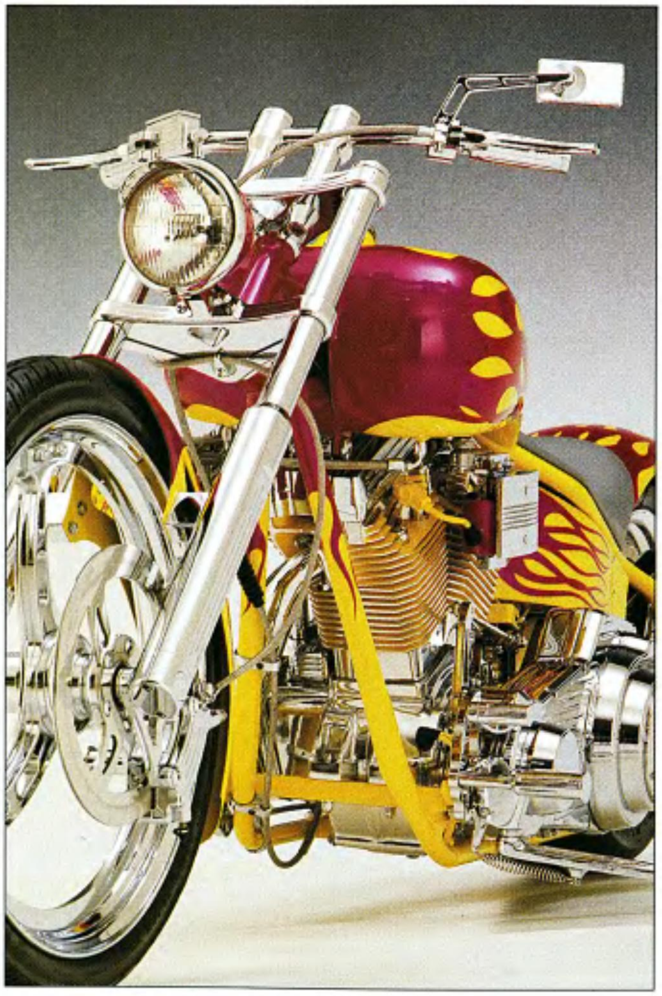
You can do more of that eyeballing in person, too. Hector lives to show, and Bad Ass III is on tour (it's already taken Best of Show in the Spectator Class at Columbus). Next up: Bad Ass IV. "That one's in the computer," Hector says, givin' up no further details. We'll wait.

—*JK*

1ST PLACE: SPECTATOR CLASS

Easyriders Invitational Bike Show, Columbus, Ohio, Feb. 14-16, 1997
Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1998.





Owner: Hector Sedano Jr.
City: Petaluma, California

General
Fabrication: owner, Willy Stryker
Year and make: 1997 Bad Ass
Model: Pro Street Digger
Value: $35,000 (for sale)
Assembly: owner, Todd Summerville, Doran Benson
Chroming: Carrera Plating

Engine
Year and model: 1997 Evo
Rebuilder: West Side Custom Cycles
Ignition: Dyna
Displacement: 103 cubic inches
Lower end: West Side Custom Cycles
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Carb(s): Dell 'Orto dual-throat
Pipes: Willy Stryker
Modifications: S&S lifters, balancing by West Side Custom, Bad Ass air cleaner

Transmission
Year: 1997
Modifications: Andrews gears

Paint
Molding: Jason Lloyd
Painter: Bryan Kinney
Color/type: yellow, magenta/House of Kolor
Special paint: skull by Ken Michaelsen

Frame
Builder: Chopper Guys
Type: Pro Street Digger
Modifications 45-degree rake, 4-inch stretch

Accessories
Bars: drag
Fenders: aluminum by Willy Stryker
Headlight: Ness
Taillight: Ness
Pegs: Billet Concepts
Gas tank: custom, Willy Stryker
Oil tank: custom, Willy Stryker
Primary cover: Ness
Seat: Jimmy "Z"
Mirrors: Pro-One
Grips: Ness

Forks
Type: Pat Kennedy wide glide
Modifications: 2 over, chrome

Wheels

Front
Type: RC Components
Size: 21-inch
Tire: Metzeler
Brake: Ness

Rear
Type: RC Components
Size: 15-inch
Tire: Avon 200
Brake: Ness

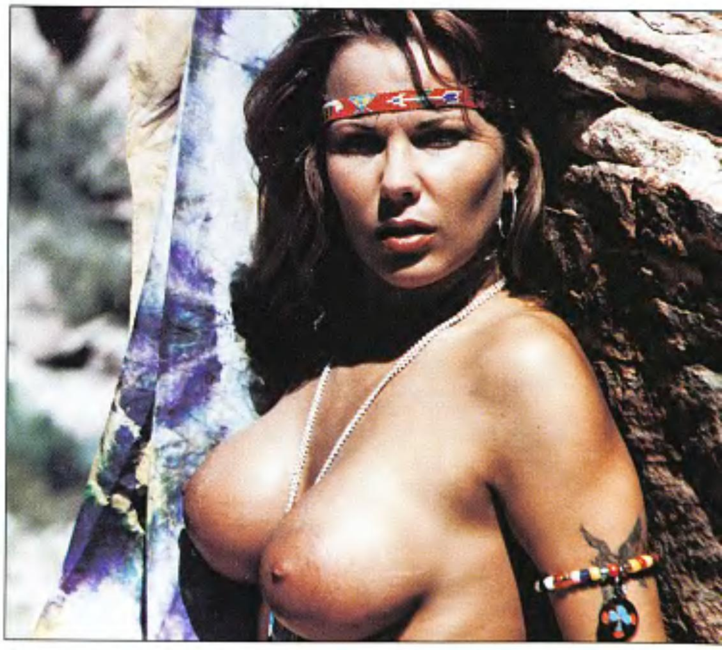
Photos: Raiko Hartman

FEBRUARY WINNER

Here she is, brothers, your February Fox, Mitzy. Mitzy hails from Florida, by way of Cleveland, Ohio. She escaped, er, left Ohio five years ago in search of a warmer climate and to help further her modeling career. She hasn't looked back since. By day Mitzy is camouflaged as a secretary in an office building, quietly filing, typing, answering phones, and driving delivery men crazy. But when a modeling opportunity arises—*BAM*—she drops everything and what ya see is what ya get. This is a gal on the go who loves the attention of being in the eye of the lens. We had a hard time pinning her down on a date for the photo shoot, between her flying coast-to-coast for a bikini video shoot. A single woman, Mitzy loves riding every chance she gets. However, she's very picky about the scooter. First, it must be a Harley (duh). Second, her "dental floss" bikini has to fit on the seat and the bike can't attract more attention than she does. Flip to page 92 where she matches up with Bob Barrows' Irish green Softail Custom, and see where your eyes wander to. Either way, ya can't beat the view.

—*Oil Can*

My first ride on a Harley was a breathtaking experience. The wind in my face and the roar of the Harley sent me out of this world.
Trinh, Florida—#701



Me and my girlfriends rode on the back of Harleys in a big group. I've never told anyone, but the vibrations from the motor made me cum.
Heather, Nevada—#702

The first time I let go of the clutch on my Heritage Softail, I think I was the happiest girl in the world.
Melanie, Quebec—#703

My first ride on a Harley was short and sweet, leaving me breathless and yearning for another spin.
Michele, California—#704

My first time on a Harley-Davidson was incredible! But I wasn't sure who was riding who. I loved it!
Holly, Wyoming—#705

My first ride was with a friend. It was awesome, truly awesome! There are only two other things as thrilling—I'll tell you them if I win.
Donna, New Jersey—#706

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #289 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the March 1997 winner in our monthly Fox Hunt, Lori, #301, from Wichita, Kansas. See more of her next issue.

For this issue, you can begin sending in your votes beginning June 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is June 30,1997. We will print the winner in the November 1997 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

289

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I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born __________
I will pose Topless _______ Full Nude _______
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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B. **NAVAJO VEST.** Spiced up with western-style braiding along the yoke, this fully-lined leather vest features adjustable lace-up sides, convenient front pockets, and metal snaps imprinted with the *Easyriders* logo. **5140** Sizes MD, LG, XL, XX. **$95.00**

C. **GLAMOUR VEST.** You'll be hard to miss in this soft, lined, black leather vest. Four zippered pockets and an adjustable back strap make this vest as practical as it is attractive. **5520** Sizes SM, MD, LG, XL. **$109.00**

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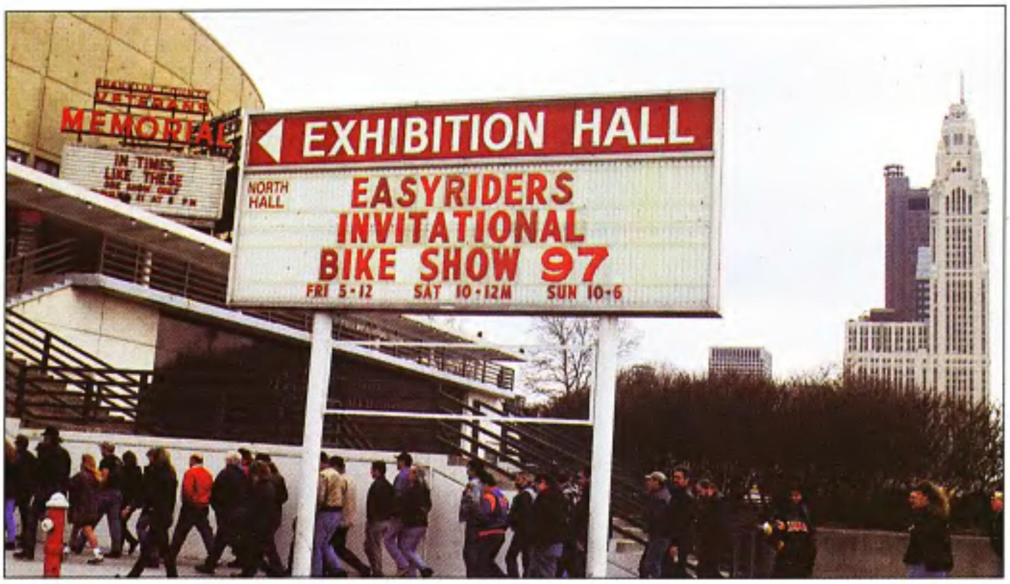


CUSTOM FRENZY

THE 1997 COLUMBUS INVITATIONAL

In the midst of mind bending a long-chop for the 1997 Sturgis run, I boarded a plane for chilly Columbus while talented wrench-turners all over the vast, snow-coated country packed their prized possessions in trucks and trailers and rolled through snow, sleet, and icy highways in an effort to compete in the granddaddy of *Easyriders* Bike Shows.

It's the puttin' people who make this show sing. The scooters don't build themselves, people do. Brothers work with brothers to complete their consummate notions of the finest chop, street custom, or street racer.

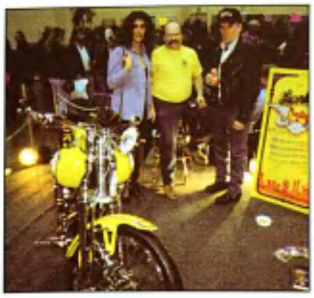
But let's cut the bullshit hype. I got up this sun-drenched morning, hit the coffee pot, and while the damn thing percolated I leaned against the cold tile counter in my boxers and pondered this article. This is the ninth Columbus bike show article I've written ... that's nine years of snow, →

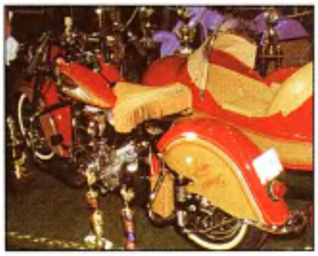
9 YEARS OF SNOW, ICY ROADS, AND THE FINEST CUSTOMS IN THE WORLD

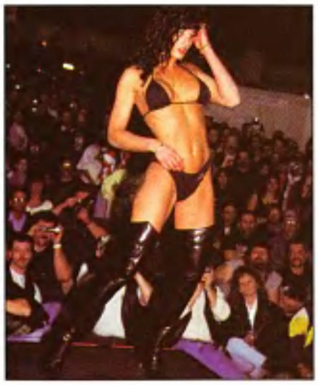
icy roads, and the finest customs in the world. So as I poured the steaming java into the cup, I wondered how to effectively handle this year's article without treading on old ground, yet still giving accolades where they were due. To complicate matters, I spilled scalding coffee onto my bare foot after our scrawny Siamese cat startled me. I kicked the cat and jumped as the steaming liquid came in contact with the less calloused skin on the top of my right foot.

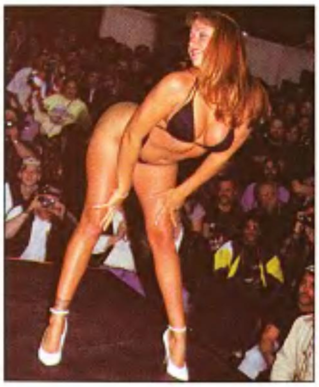
Fortunately, I'm missing a chunk of my big toe due to a motorcycle accident in Paso Robles 20 years ago. If it had still been in place, I would have burnt the livin' shi ...

Enough of that, let's get back to the plot. You know as well as I do that this party, like any other, would turn to faded tickets in the snow if it weren't for the people who construct the bikes and those willing





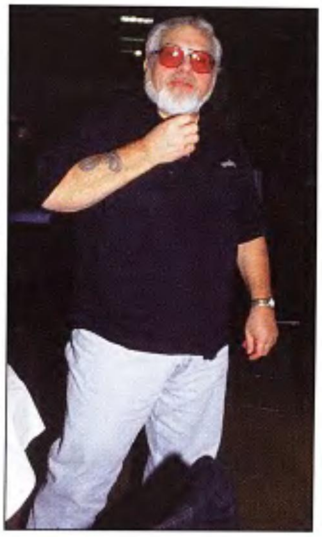




to stand in the cold Columbus chill to get in to admire them. Like that time in Paso Robles. If Mick Karr's ol' lady hadn't been passing half pints of Southern Comfort back and forth in the 100-degree summer heat, I wouldn't have been drunk enough to ... well, we won't get into that. But if it weren't for my brother Mick, I wouldn't have fixed my magneto for the trip, and if it weren't for Lou Kimzey and his wife (at the time), Carol, I would have rotted in the Paso Robles Hospital.

Back to the show. Every devoted builder in it has a story like the above, and equally bizarre. For instance, a good friend of mine, Dale, had his bike worked over by Marty Ruthman (Hi-Tech Custom Cycles, Van Nuys, California), with parts from Boyds. But he had to return to his home in Buzzard's Bay, Mass., to help another friend paint 10,000 hockey sticks. Stick with me on this. Marty completed the bike and Dale finished the hockey sticks (literally), then February rolled around and Dale was hired by Leon Hatcher, our events director, to help set up the bike show. Dale drove his lowered pick-up truck from Cape Cod to Columbus, hoping to pick up his refurbished Bad Boy. →

Photos: Billy Tinney, Kim Peterson, Dan Roberts



HECTOR JR. TOOK THE HONORS IN THE SPECTATOR CLASS

Marty contacted Ron from Gold Rush, who hauls bikes all over the country—no room. Then he tried the guys at Boyds, since the bike was an excellent example of what a few custom components could do to a Softail—no space.

It looked as if Dale wouldn't get his bike back. Then, Mike Maldonado called me the weekend before the event. He had a spot for one more bike. I spaced on it, natch, for 24 hours, then called Marty's shop. It was Monday and the shop was closed, so I left a message. Tuesday morning I called Marty again. He had no arrangements to ship the bike. I gave him Mike's number. Mike agreed to haul it, but was leaving in 15 minutes and heading toward Las Vegas. Marty dropped everything, loaded the bike in a truck, and told his driver to meet Mike in Barstow. Damn, a success story, because bike builders care.

Columbus, Ohio, 1997 Bike Show Winners

INVITATIONAL CLASS

Best Of Show
1st
Stephane Cartier
Montreal, Quebec
1996 Softail

2nd
Larry Curik
Brecksville, Ohio
1997 Rigid Evo

3rd
Bruce Whitted
Rootstown, Ohio
1946 Indian Chief

Easyriders
1st
Javier Bravo
Miami Beach, Fla.
1996 Softail

2nd
Gabriel Marchionete
Niles, Ohio
1996 Softail

3rd
Mike Maldonado
San Clemente, Calif.
1997 FXR

In The Wind
1st
Robert Jordan
Mt. Gilead, N.C.
1991 FXSTC

2nd
Michael Howington
Apex, N.C.
1993 Fat Boy

3rd
John Peterson
Spring Lk. Pk., Minn.
1973 FL

Early-Riders
1st
Kevin Kelly
Sunland, Calif.
1948 EL w/sidecar

2nd
Eric Neubecker
Grand Rapids, Mich.
1942 UL

3rd
William Huykman
St. Louisville, OH
1956 FLH

Biker
1st
Jeff Moroni
Palm Desert, CA
1945 Knucklehead

2nd
Denny Fasig
Leesport, Pa.
1950 Panhead

3rd
Michael Mees
Honey Brook, Pa.
1947 Knucklehead

Quick Throttle
1st
Billy Eubanks
Amarillo, Texas
1996 Softail

2nd
Stephen Ragonese
Lawrence, Mass.
1995 Softail

3rd
Ralph Caputo
Cherry Hill, N.J.
1996 Pro-One
Softail

VQ
1st
Pierre Boucher
Ellenburg Depot, N.Y.
1986 FLHTC

2nd
Kaylyn Rionesse
Jupiter, Fla.
1995 Fat Boy

3rd
Jim Abbatemarco
Chicago, Il.
1995 Heritage

JUDGED CLASS

Best Radical Custom
Ron Kinross
Cincinnati, Ohio
1997 Bourget
Wide Tire

Best Street Custom
Ron Eusichk
Aurora, Ohio
1997 Tuff Boy

Best Specialty Class
Paul Pfaffle
Waukesha, Wis.
1937 Crockers

Best Paint
Olivia Katrych
Pompano Bch., Fla.
1993 Sportster

Editor's Choice
Mike Crawford
Portsmouth, Ohio
1985 FXR

Best Co. Bike
Performance
Machine

Best Design
Rick Moore
Vandalia, Ohio
1979 Rigid
Sportster

Best Machine Fabrication
Mike Guidry
Church Point, La.
1993 Softail

Best Sheet Metal Fabrication
Bob Barrow
Pompano Bch., Fla.
1986 Softail

Best Chassis
Bret Beach
Springfield, Ohio
Special Const.

Best Innovation
Jim Messina
Seven Hills, Ohio
1997 Chopper Guys
Softail

Best Graphics
Pete Boinis
Boca Raton, Fla.
1994 Softail

Best Chrome
Mike Peplin
Elyria, Ohio
1997 Sp. Const.

Best Engine Treatment
Tiger Bartz
Arcade, N.Y.
1978 Lowrider

Best Display
Cecil Seaman
Washington, Ohio
1980 Flat Sportster

Best Drive-Line Treatment
Rick Treb
Farmington, Mich.
1995 Pro-Street

Best Wheel Treatment
Mike Cole
Jasper, Ohio
1982 Electra Glide

Best Detail
Buddy Silverman
Scarsdale, N.Y.
1947 Indian Chief

SPECTATOR CLASS

Best Of Show
1st
Hector Sedano
Petaluma, Calif.
1996 Pro-Street

2nd
Jim Vestring
Cincinnati, Ohio
1947 WL

3rd
Cyril Huze
Boca Raton, Fla.
1992 Fat Boy

4th
Richard Shultz
Columbus, Ohio
1953 Roadmaster

5th
Bruce Whitted
Rootstown, Ohio
1940 Indian Chief

6th
Bob Serocki
Franklin, Wis.
1946 Indian Chief

7th
James Sprowl
New Lebanon, Ohio
1983 Rigid

8th
Gary Jestice
Miamisburg, Ohio
1989 FXSTS

9th
Jim Music
Shelby, Ohio
Lowrider

10th
Todd Stevens
Eastlake, Ohio
1997 Softail

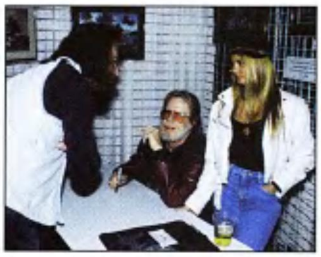
11th
David Brega
Valley Cottage, N.Y.
1989 FXSTS

12th
Jim Grimes
Norfolk, Va.
Restored Panhead

13th
Dave Rapp
Sunbury, Pa.
1993 FXSTS

14th
Nancy Lloyd
Cincinnati, Ohio
1976 FLH

15th
Chris Forst
Cedarburg, Wis.
1962 XLCH



Here's another one. Bruce Whitted, master Indian restorer, knocked down Best of Show honors four years running. Each year he won Best of Show in the Invitational Class and brought a new restored Chief to compete in the Spectator Class. Each year he took the Spectator Class too, copped a feature, and started the process again. This year he was stricken with a serious illness, but the tradition of displaying his Rootstown, Ohio-built classics was not to be broken. Several of his friends, including his painter Harvey Sollers, Scott Westfall, and Steve Miller hauled his talents to the show and insured that they were displayed in Bruce's honor.

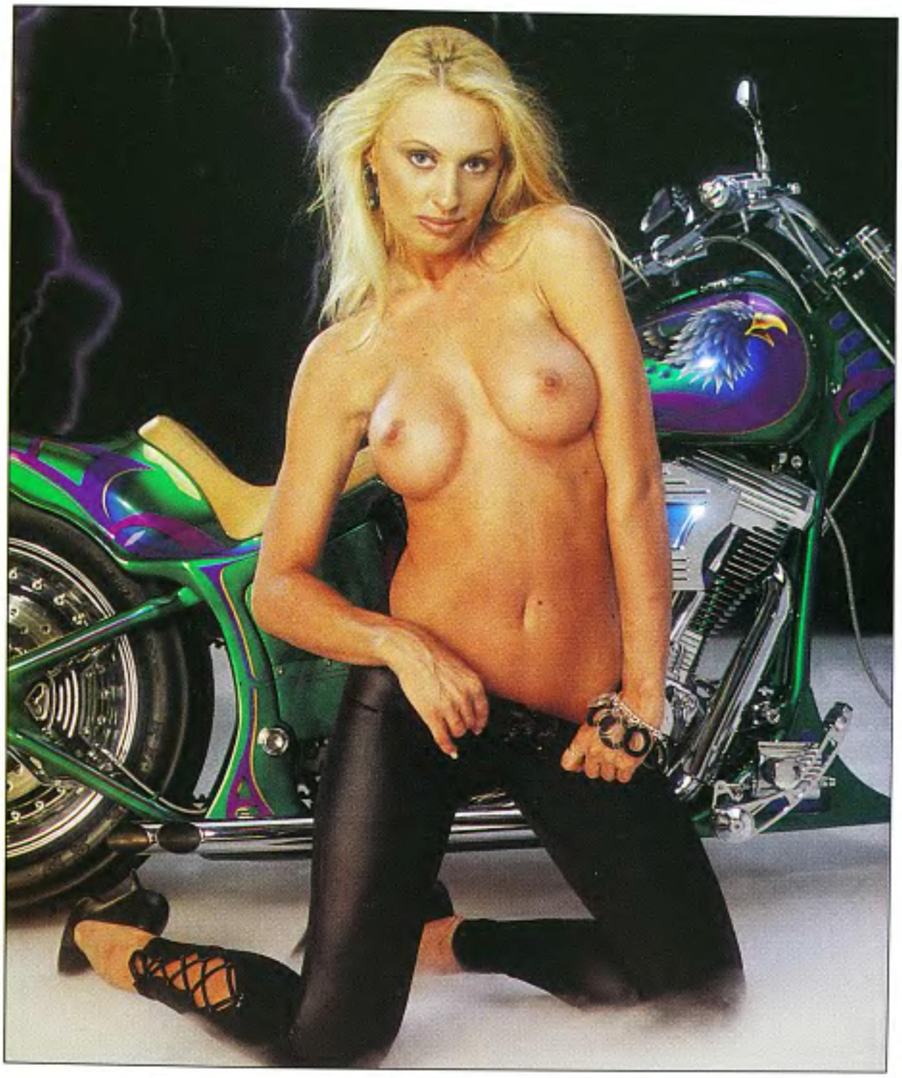
The same applies to many other builders who attend the show annually, including Hector Sedano who brought Hector Sr. along this year. In January, Senior won Best of Show in Anaheim, Calif., and Hector Jr. took the honors in the Spectator Class in Columbus.

I was beginning to get choked up, standing in the kitchen in my skivvies, until the cat coughed up a furball and began to puke on the floor. He does that to piss me off. It worked, and I kicked him again.

See ya next year.

—Bandit

LUCK OF



THE IRISH

BOB BARROWS' SAINT PATTY'S DAY SOFTAIL

Before we get started here, don't go sending us any negative mail about green Harleys. We know all about the longtime superstition against painting Harley-Davidsons the color green. Fact is, Bob Barrows of Bobby B's Boss Hrlys (that's how he spells it, folks) has every right to paint his custom Softail any shade of green he bloody wants since he was born on Saint Patrick's Day. Besides, Bob likes

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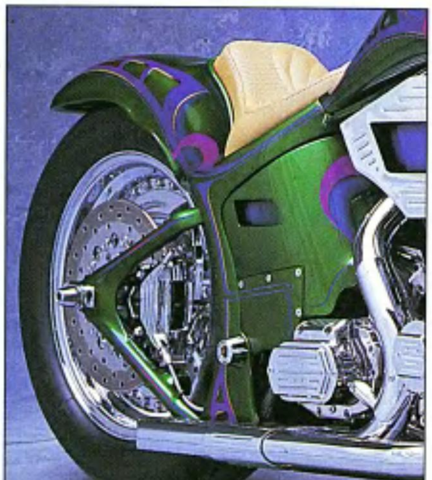
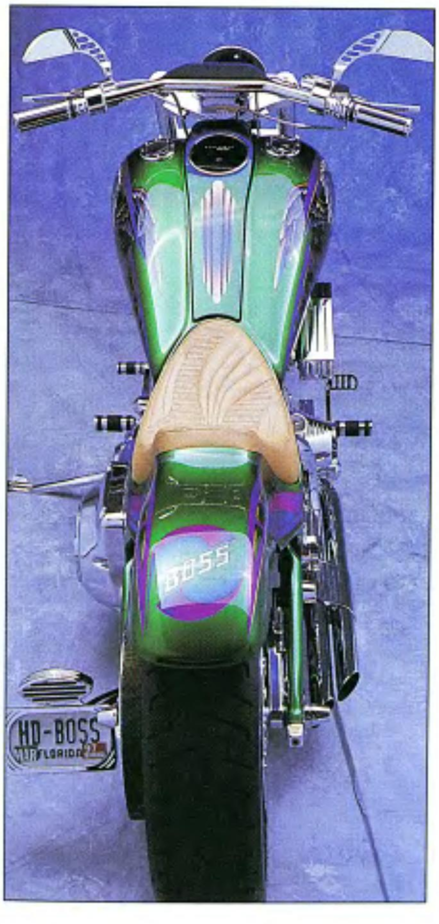
green, and you can tell from one glance at this unique rolling shamrock that he's created a bike worthy of the proverbial pot of gold.

Bob and his brother, Earl, have been riding for over 40 years, and together build about 15 ground-up custom bikes a year at their 6,000-square-foot facility in Pompano Beach, Florida. Bob began building custom Harleys in 1986 and then took over the Razorback Motors facility when Wyatt Fuller was hired away by Harley-Davidson three years ago. Bobby B's boasts of having everything they need to create hand-crafted scoots, including doing all their own welding and having their own in-house machine shop to create one-off pieces of functional custom road art.

Special fabrication chores on Bob's personal ride include a sleek redo of the Softail frame, some pretty cool fender work with frenched running →

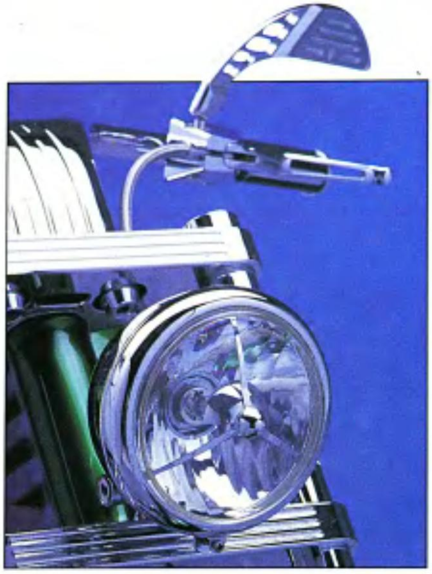


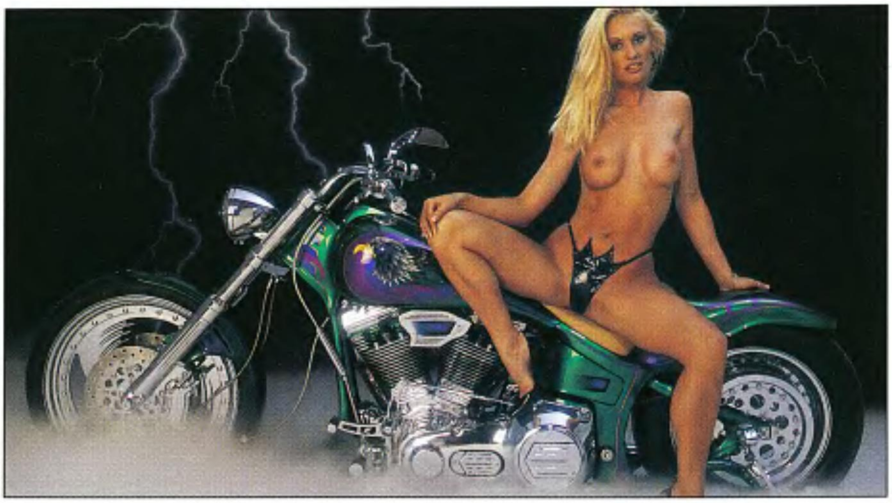


lights, stretched tanks and oil bag, and details such as an aluminum dash panel, front air dam, and hot-looking air cleaner and coil cover. The engine got a makeover by Sachs & McGowan Race Bikes, featuring Branch heads and Wiseco 20-over pistons. The glorious green paint scheme is another masterpiece by Teresa Crane of Zak's Custom Colors.

I caught up with Bob and several of his wild custom creations at Daytona Bike Week. You can think what you want about green Harleys, but the long and lean blonde in the micro-bikini drooling all over the Softail's stretched tanks was all the proof I needed that this gallant green ride is a chick magnet! Maybe it's the luck of the Irish, but Bob had to practically pry our sultry Fox, Mitzi, also from the Sunshine State, off his Ferrari leather saddle with a cattle prod. Not a pretty sight.

—Phantom





Owner: ....Bob Barrows
City: ....Pompano Beach, Florida

General

Fabrication: ....Bobby B's Boss Hrlys
Year and make: ....1986 H-D
Model: ....Softail Custom
Value: ....a lot o' green
Assembly: ....Bobby B's Boss Hrlys
Chroming: ....Atlantic Coast Plating

Engine

Year and model: ....1986 Evo
Rebuilder: ....Sachs & McGowan
Ignition: ....Dyna
Displacement: ....80 cubic inches
Lower end: ....Sachs & McGowan
Pistons: ....Wiseco 20-over
Cases: ....H-D
Heads: ....Branch
Cam: ....Andrews
Carb: ....S&S Super 'E'
Pipes: ....Bobby B's
Modifications: ....air cleaner and coil cover by Bobby B's

Transmission

Year: ....1993 cases
Modifications: ..Bobby B's wheel sprocket

Paint

Painter: ....Teresa Crane
Color/type: ..candy green/House of Kolor
Special paint: ....artwork and goldleaf

Frame

Year: 1986
Builder: ....H-D
Type: ....Softail
Modifications: ....38-degree rake Bobby B's modified

Accessories

Bars: ....Bobby B's, Ness controls
Fenders: ....Bobby B's
Headlight: ....Springer with tri-bar
Taillight: ....Ness
Pegs: ....Custom Chrome
Electrics: ....12-volt, Predator
Gas tank: ....stretched, KüryAkyn caps
Oil tank: ....H-D modified
Seat: ....custom Ferrari leather
Mirrors: ....Ness
Grips: ....JayBrake, chromed

Forks

Type: 41mm
Modifications: ....lowered 2 inches, Pro-One triple trees, machined legs

Wheels

Front

Type: ....RevTech
Size: 21-inch
Tire: ....Dunlop
Brake: ....Ness

Rear

Type: ....RevTech
Size: 16-inch
Tire: ....Dunlop
Brake: ....Ness

Photos: ....Don Rogers

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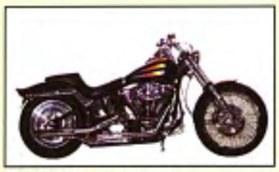
1996 COLUMBUS CUSTOM
Stock #: NM011 **Color:** Orange **Mileage:** 250 Break in



NEW COLUMBUS CUSTOM
Stock #: NM010 **Engine:** 80 ci/1340cc **Features:** Stage II Performance Kit

1996 LOW BOY
Stock #: LB01 **Engine:** 80ci. Automatic trans. Special order your own in 4-6 weeks!

TITAN
Stock #: 092 **Model:** Scorpion **Engine:** 1570cc 96ci 108 h.p. **Color:** Black **Mileage:** Unlimited mileage warranty

1997 TITAN
Stock #: Titan 066 **Model:** Gecko **Engine:** 96ci/108 H.P. **Features:** 3 year/unlimited miles **Color:** Yellow

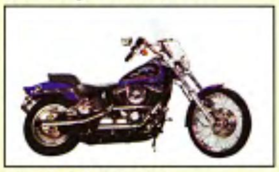
1997 COLUMBUS CUSTOM
Stock # NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam

1995 HARLEY-DAVIDSON
Stock #: UM165 **Model:** Bad Boy FXSTSB **Color:** Black/Blue **Mileage:** 1160

1994 HARLEY-DAVIDSON
Stock #: UM155 **Model:** FLHTC **Engine:** 80 ci **Mileage:** 30,600 **Color:** Black

1986 HARLEY-DAVIDSON
Stock #: UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red

1995 HARLEY-DAVIDSON
Stock # UM146 **Model:** Road King **Engine:** 80ci Evo **Mileage:** 3100



1994 HARLEY-DAVIDSON
Stock #: UM157 **Model:** FXSTC **Engine:** 1340 cc **Color:** Blue **Mileage:** 4700

1951 HARLEY-DAVIDSON Stock #: UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine

1995 HARLEY-DAVIDSON
Stock #: UM175 **Model:** FLSTC Hertitage Softail **Color:** Red/Gray **Mileage:** 1325

1993 HARLEY-DAVIDSON
Stock #: UM174 **Model:** FLSTC Heritage Softail **Color:** Black **Mileage:** 13,041

1994 HARLEY-DAVIDSON Stock #: UM180 **Model:** FLSTF Fat Boy **Color:** Black Custom **Mileage:** 13,200

1995 HARLEY-DAVIDSON
Stock #: UM179 **Model:** 883 Custom XLH **Color:** Purple **Mileage:** 1540

1993 HARLEY-DAVIDSON
Stock #: UM178 **Model:** 1200 Sportster **Color:** Black **Mileage:** 1030

1995 HARLEY-DAVIDSON
Stock #: UM181 **Model:** FXDWG Dyna Wide Glide **Color:** Black/Yellow **Mileage:** 3500

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- ***Easyriders*** of Ontario, Canada (519) 650-EASY
- ***Easyriders*** of Detroit, MI (810) 783-7300
- ***Easyriders*** of Scottsdale, AZ (602) 947-4423
- ***Easyriders*** of Chicago, IL (847) 506-1234
- ***Easyriders*** of Denver, CO (303) 584-9886
- ***Easyriders*** of New Orleans, LA (504) 887-6968
- ***Easyriders*** of Gaithersburg, MD (301) 670-4644
- ***Easyriders*** of Greensboro, NC (910) 292-4262

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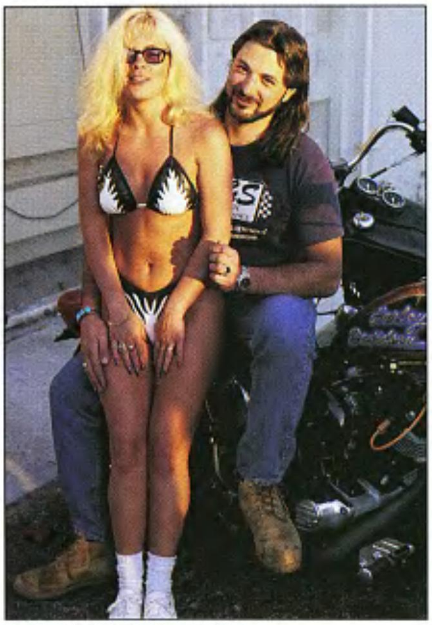
Wayne Loftain, Top Fuel pilot.

LOVE & RESPECT

She's so cool she's gotta wear shades.



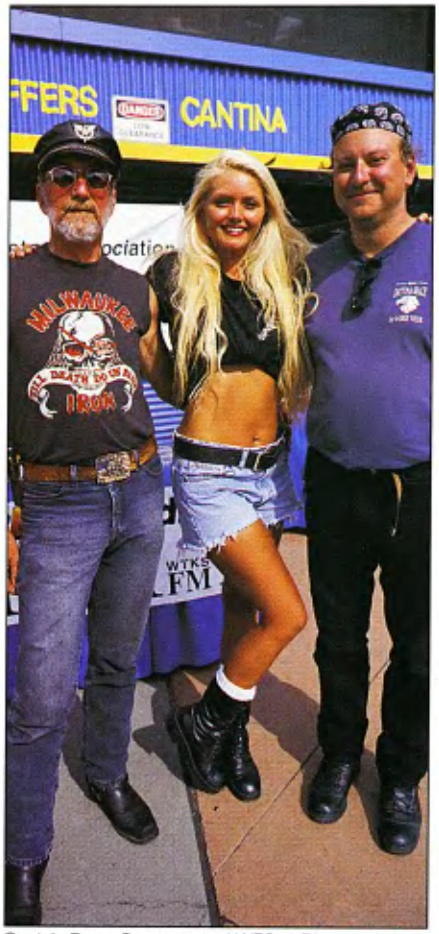
Out behind Carl's Speed Shop.

Deb and Arty's wedding day.

Nam Knights MC on duty.

Howdy. Here we go again. This time from the Sunshine State of Florida. Before getting into that, let me tell ya about my wild child's wedding. She was married on March 1 by Elvis, the King himself, at the Las Vegas Chapel. It was a grand affair with me giving away the bride then running around the chapel shooting photos. Many friends and relatives on both sides showed up to wish them well. For the most part their peers were dressed out in the manner of the late '40s, early '50s. They're into swing music and rockabilly, with Carl Perkins being one of their icons. The women's hair styles and the dude's suits reflected that era. Their tats were peeking out above their neck and sleeve lines. The bride and groom have lots of musicians as friends. There were other folks dressed like bikers. Myself, I wore my best leather pants, long sleeve shirt, and leather vest, just as instructed by my kid. Anyway, there were lots of laughs and treasurable moments at the chapel, like when my almost five-year-old granddaughter tugged on Elvis' pant leg, stopping the ceremony temporarily to say, "I want a ring too." During the second tune Elvis sang, the bride and groom danced. There was dancing in the aisles and lots of happy memories. By the way, the groom rides a Shovelhead. Anyway, enough about the family.

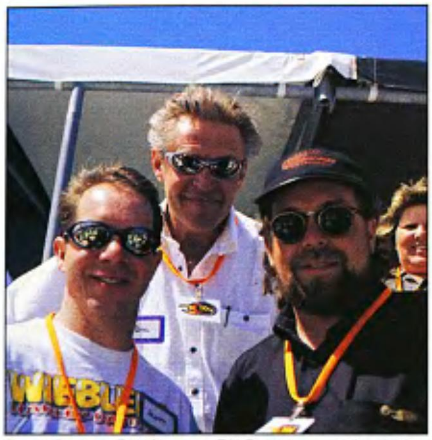
That same evening I caught the red-eye to Orlando, Florida, to pick up Sugar Pai and go on the 2nd Annual Real Ride For The Cure, to benefit the American Diabetes Association. The funds raised went to diabetes research to find a cure. There was about $130,000 grossed. After the bills were paid $55,238 went to ADA research. There's a strong →



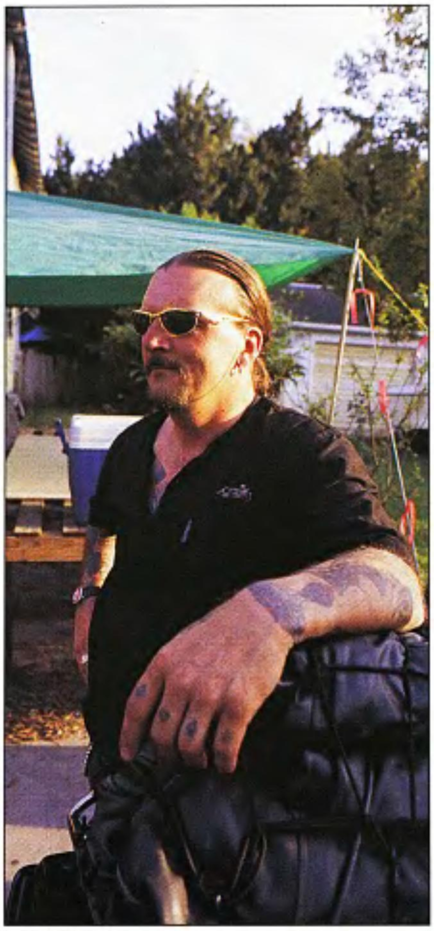
Captain Dave, Savanna, and WFO at Pleasure Island.

possibility that 65 grand will be reached and the state of Florida is gonna match the funds, making it well over 100,000K net. Tickets were sold to raffle off a new Dyna Wide Glide. There was also a 50/50 raffle and lots of door prizes and Real Radio WTKS T's were thrown out to the crowd. I did this ride last year, and thought it would be a good way to kick off Daytona Bike Week this year. On Sunday, during the first weekend of Speed Week, I used to go to Smiley's Pub, meet some old buds, eat some pork, drink beer and bullshit, then ride to the world-famous Iron Horse Saloon. Somehow helping raise dinero for diabetes research seemed way too important to pass up. On the plane, I bogarted three seats and caught a short nap. I knew what Bike Week had in store for me. It's always a killer schedule. Ya have to be two people to see everything.

Butch Stearns, ADA chairman and Thunder Alley bike shop owner, met me at the baggage claim area. He said, "Don't freak out, bro, but we're gonna have a police escort back to the shop." It was neat. He said we were in a hurry to get to Mark Martin's Klassic Auto Museum in Daytona. That's where we formed up our pack of 821 bikes, triple last year's attendance. The substantially lowered entry fee had lots to do with that. Waiting for us at Thunder Alley were 20 more Florida Highway Patrolmen—all riding American motorcycles and damn proud of it. I


Scott Parker, Bill Werner, Bill Davidson at the 200.

Chomp, chomp.


Handsome Jay.

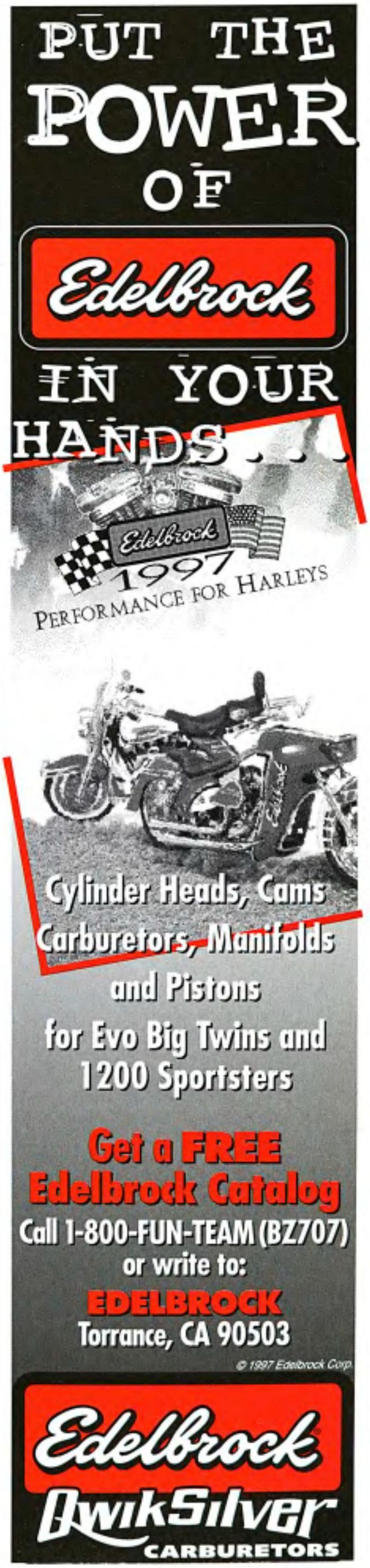
tossed my camera gear on board Sugar Pai, then mounted up. We had a smooth, brisk, early morning putt to Daytona Beach, 70 or so miles.

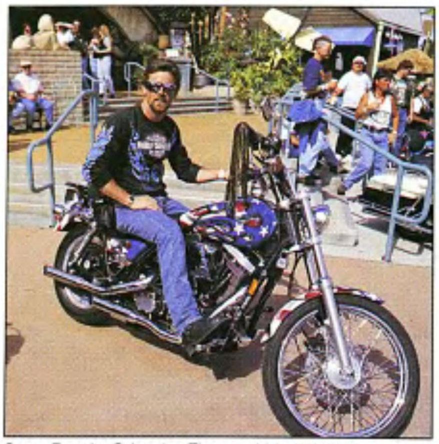
Guess who got to lead the 821 bikes back to Planet Hollywood's Pleasure Island at the Walt Disney World Resort? Yeah, it was Bill Davidson and yours truly. What a nice treat. It was an honor and privilege. Thanks, Butch and committee members. After last winter's battle with cancer I needed a boost to lift my spirits. I lost all my hair, my finger and toenails, and over 60 pounds. I was feeling shitty and looking like a refugee from a concentration camp. My body had produced new inner and outer skin. Since then I've gotten my gourd covered with about an inch worth of foliage and have gained back a few pounds. Anyway, the ride was way cool. The Florida Highway Patrol did their usual stand-up road guard and escort duties. They were excellent, blocking all the I-4 on-ramps en route, till the pack went by. And they didn't let the cage drivers worm their way into our path. We didn't stop for dick, and rode right to the Disney World parking lot. The Nam Knights MC also did a major portion of the ride marshal detail. The Planet Hollywood folks fed us and provided beverages. Shiners Bock beer was served to those who wanted it. Earlier, a special drawing was held for the VIP registrations, where the winner received a two-night stay at the Walt Disney World Resort, park tickets, and dinner at Planet Hollywood. Plus, if you kicked out enough bread, besides being fed some fine food and drinks, ya received a black leather jacket with a Real Ride logo embroidered on the back, two Real Ride T's, two Real Ride pins, two bandannas, and 20 chances on the '97 Dyna. The two Harley dealers selling chances for the Dyna Glide were H-D of Miami and H-D of Tampa.

We only had one bike break down: a Sporty owned by Virgil Self. The shifter return spring broke and his bike was picked up by the crew from Thunder Alley. Poor Virgil had to settle for a limo ride to Disney World, provided by Embassy Limo Service.

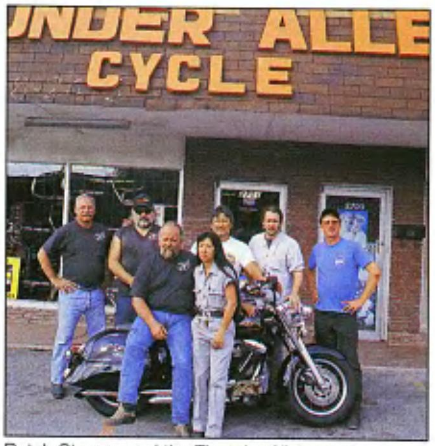
There was a people's choice bike show held around the Pleasure Island site. Sean Burch of Orlando won with his bitchin' '93 FXR Low Rider. Paul Engler of Winter Haven, Fla., won the raffle bike. We watched and listened to disc jockeys from Real Radio WTKS, 104.1 FM. They entertained us, along with good-looking, long-legged, well-shaped Savanna. She's a sweetie. Later that afternoon Frankie and the West End Boys came on and played many of the older, classic tunes—fast-tempo, toe-tapping rock 'n' roll. It was a perfect Florida day. In fact, the whole week, weather-wise, was fantastic. What a difference a year makes.

But first a bit about diabetes. Some →





Sean Burch, Orlando, Fla., and his '93 FXR.



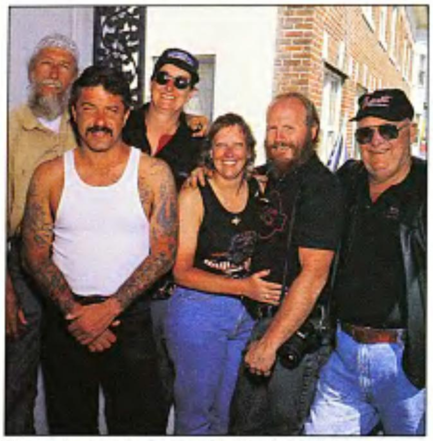
Butch Stearns and the Thunder Alley crew.

1997 Daytona *Easyriders* Store group.

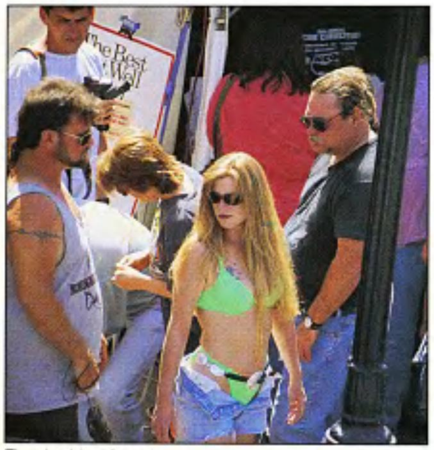
of us got it early in life, like Bill Davidson, and some of us came down with it later in life, like me. No matter when ya get it, ya have to learn how to deal with it. That is, if you want any quality of life. Sure you can continue drinking alcohol and trying to regulate your insulin accordingly. But it never works out totally. It usually catches up with ya sooner or later. My doctor said, "It's like pouring gas on a fire." Ya have to keep sticking your fingers to do it half-ass right, all fucking day. Diabetes leads to kidney and pancreas damage, blindness, loss of limbs, heart problems, and more. No fun at all. So please give whatever you can to help find a cure for this deadly disease. Chances are good that somewhere in your family tree a relative has or had diabetes. Some people go through life not knowing, till it's too late to do much about it. It's silent but deadly. If you're peeing excessively, drinking more water than usual, and eating plenty of good food but losing weight, go to a doctor and have your blood sugar level checked. You may be a prime candidate for diabetes. Diabetes research in recent years has made great strides. The cure is near. It may or may not be here in time to help those of us who have it now, but it could affect our children, and our children's children. Think about it.

Monday I checked my equipment, charged up my battery packs, bought a new lens, checked to see if I had enough film, rested, and generally fucked the dog. I was beat. Being awake for over 48 hours does that to ya. I can't do it like I used to—that probably contributed to all the health problems I've been having in later life. But ya know what, I wouldn't change a thing. I'm still having more fun than any two people I know. I did go by Crane Cams and met the bike techs. They showed me the new multi-spark capacitive discharge ignition system with dual coil output for racing applications. It's got too many different bells and whistles to list here. Check it out. This may be the hot ticket for you drag racers.

Tuesday afternoon I conducted a biker wedding. I married Debby and Arty Lynch. He's an old pal whom I met many years ago in Connecticut. I've watched Arty grow and grow—just kidding, brother, you know I love ya. Anyway, it was a beautiful day for a wedding. I hadn't done one in a coon's age and don't plan on doing one any time soon. I've conducted a few over the years. I usually let the bride and groom write their own vows, then read a few passages from the Panhead Manual. The first thing we do is line up the bikes. Pretty basic stuff and lots of fun, especially when ya have lots of friends around to spur ya on. Please don't start writing letters asking me to marry you or your friends because I ain't gonna do it. I wouldn't have done it for Arty and Deb, but since I've known Arty



The Nutley, N.J., gang with Charlie and Mary Lou.



Fine-looking female.

since he was a teenager, I couldn't say no.

Wednesday and Thursday, I shot the AHDRA drags at Speed World in Bithlo. The strip is just east of Orlando on Hwy. 50, going toward Titusville. It was a perfect day for racing. On Wednesday there was a slight tailwind. The air was too hot for fuel bikes but was fine for gas. Jim McClure set a new *Quick Throttle* Orlando Speed World mph record at 194.76. Ray Price now holds the new E.T. record of 6.935. You can see the photos, along with Charlie Brewton's pics, in an upcoming issue of *Quick Throttle*, our performance mag. While at the drags I checked out the BFR saddlebag cooler, insulated with 3/4 open-cell poly-foam. It kept the drinks cold and was handy later as a tote bag.

Friday, I did the Brute Horsepower Shootout at the American Motorcycle Institute. My bud Bob Guilbeau, after winning the 80-cubic-inch class for the last two years, had to settle for second place. His putt, "Trouble Maker," did 117hp to the back wheel and lost—hard to believe ain't it? Richard Veneziano of East Windsor Hill, Conn., aced him out with 120 horses. I'm not gonna give all the results here. You'll have to read *Quick Throttle*, which, by the way, is getting more involved with the drag racers, offering money and contingency prizes.

Saturday, I mainly hung around the *Easyriders* store on Main Street. I saw lots of friends, like Senator Ben Nighthorse →

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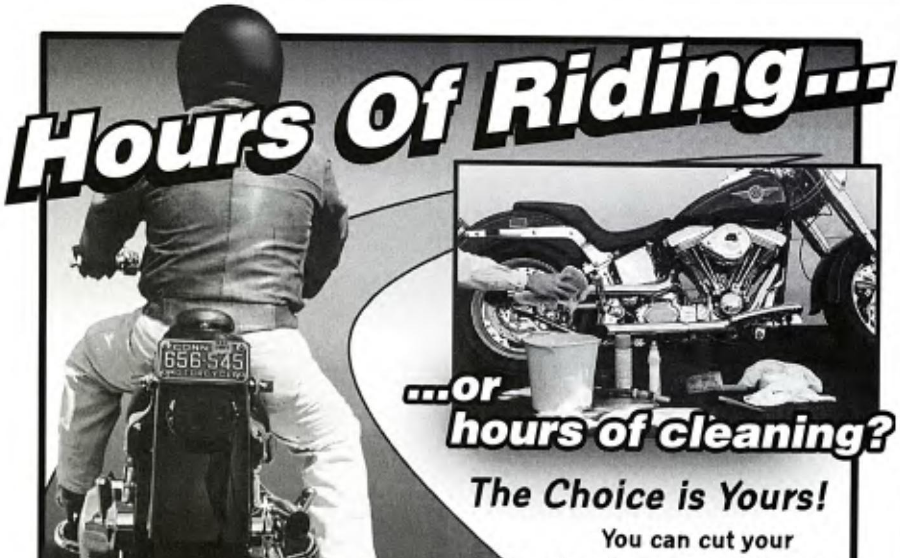
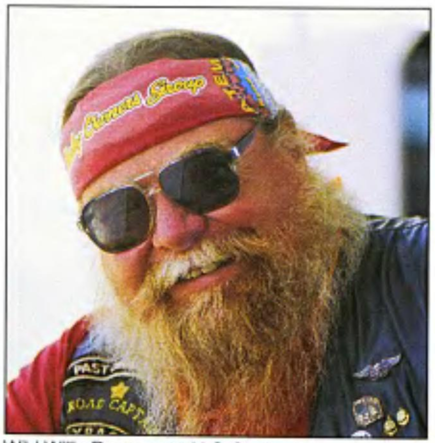
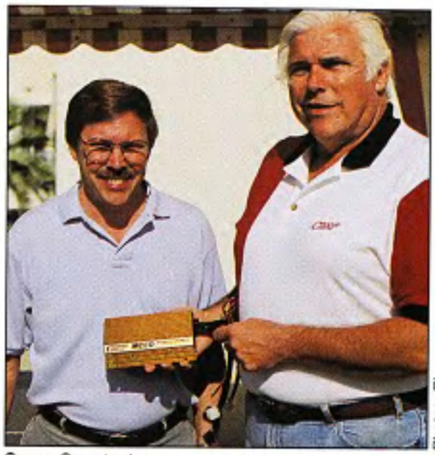



Wild Willie Burns, past H.O.G. director.


Crane Cam techs.

Photos: Rip

Campbell, and met some new folks. It was beaucoup fun. I bought a sun visor for my Frenchie helmet, but didn't purchase any T-shirts. I get hundreds given to me throughout the year. I sent home four that week, along with some pins for my collection. The T's get sent to an orphanage in Mexico that I support.

Sunday, Wide Open and his sweetie, Charlie, invited me to go with them to a party KK Motorcycle Supply was throwing for some of their favorite customers and friends. They went all out and we enjoyed ourselves a bunch. KK sponsors dirttrack racer Steve Moorehead and drag racer Frank Rayburn. Frank is the reigning AHDRA modified national champ. He signed autographs and handed out pics. They fed us great grub and beverages. The party was near the paddock area of the big track, for the 200-mile race at Daytona International Raceway. We were in a fenced-off area behind where the racers had their crew members. We watched racers taking on fuel and getting tires changed in 8 to 11 seconds. And I thought the NASCAR dudes had it together. They do, but the bike guys are phenomenal. It's a blur of movement, then the rider is back on the track. Chris Carr tried his damnedest, but his VR broke something and he was lapped while waiting to get it fixed. He came back out on the track but by then it was too late. I didn't see Tom Wilson on the

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Daytona Beach, FL 32114
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KK MOTORCYCLE SUPPLY
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Dayton, OH 45401
(513) 222-7819

LAS VEGAS WEDDING CHAPEL
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Las Vegas, NV 89101
(702) 383-5909, (800) 452-6081

BFR MANUFACTURING COMPANY
1200 Sea Terrace
Irving, TX 75060
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other factory ride. Eric Bostrom did one of his come-from-behind finishes, winning the Super Sport Twin 883 race for the second time in as many races this year.

We did lose Roger Reiman on Tuesday, during the Battle of the Legends. For you youngsters who never heard of Roger, he was a real champion in the '60s, winning Daytona in '61, '64, and '65, and once or twice on the old beach course before they moved it to the big track. We all miss ya, Roger, but realize you went out doing what ya loved. This column is dedicated to him and his living memory.

I had one of the best Bike Weeks ever. I got lots of hugs and kisses from my many friends at the drag strip. They fussed ovêr me and I appreciate all the kind words and get well wishes I've been receiving. I don't know how to thank you folks enough for all the prayers and good wishes. I'm sure I couldn't have made it this far without them. I received mail from all over the world. I'm feeling better, though I don't much look like it. I'm ready to hit the road and do what I love to do and that is being with you people. So how about dropping me a line so I can see about coming out for a visit. You know what I'm looking for, the same thing you see on these pages. Till then, see ya.

—*Rip*

Rip's Run
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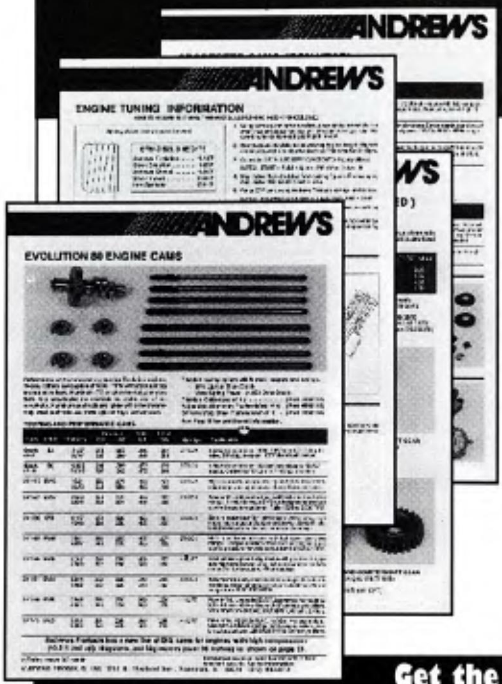
PERFORMANCE PAGES



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SHOVELHEAD CHOPPER RIDERS

Have you ever known one of those kind of guys who waits on the edge of every word you say in order to input his two cents, whether you ask for it or not? Well it seems that our very biased Snake went down to the Viper Pit in Hollywood on an assignment to find the perfect example of a Shovelhead Chopper Rider. When Snake arrived he found the joint was crawling with young scooter trash. He snuck in and bellied up to the bar, looking inconspicuous and trying real hard not to let anyone notice his suspicious behavior. The bored bartender, with a pale face and dyed black hair, wasn't fooled, especially when he saw Snake's notepad in his cutoff and said, "Take your interviews elsewhere, Snake. We don't need no trouble here. The place is finally back to normal since that Tom Petty video shoot."

Always the quick talker, Snake replied, "Er ... but, I just need to talk to a few Shovelhead Chopper Riders." The room became silent, the band stopped playing, and the mosh pit screeched to a halt as the last stage diver fell to the floor. The whole room turned to look at Snake, who by now was aware that the room was eyeing him like a Warner Bros. executive at a porn star convention. No one remembers when the rush began, and god knows Snake fought the urge not to accept the offering of sex, drugs, and debauchery (and that was from Tommy Lee alone), but in the end a leader appeared among the small, proud, but mighty group of Shovelhead Chopper Riders.

Standing atop the wash of turned over tables, broken Budweiser bottles, and used condoms, the leader was a skinny, dark-eyed girl, probably in her early 20s, Snake figured. She was wearing black, greasy jeans held up by a rusty primary chain belt; her combat boots were dripping 60-weight, with the laces hanging loose at the ankle, daring to get caught up in an open belt. She had on a worn-out AMF T-shirt and a ragged flannel which had big holes ripped in it. Snake fantasized about seeing the girl riding a Shovel in the rain with the flannel tied around the front forks of a Wide Glide, when he was brought back to earth by the shouting coming from below the thin, delicate nose ring dangling from her flaring nostril, her mouth snarling.

SCR: Stock sucks, dammit! Are you listening to me, asshole? I said stock sucks. (The crowd stood and stared as their leader spoke.)

Snake: Er, well, yeah, I know. I mean, I agree ...

SCR: No you don't, scumbag. I don't think you realize that we Shovelhead Chopper Riders are a different breed. We are the last of the real pioneers, blazing trails across the hand-fabricated horizon, our backs to the boos and hisses of the do-gooders. Our Shovels are built from scratch using only swap meet parts that have sat at the bottom of a Korean river and then showed up underneath a pile of "Live to Ride" derby covers. Derby covers are for losers. Points covers are for losers! Real bikers ride choppers; real bikers shift with their hands; real bikers know what a greasy fingernail tastes like ...

I TATTOOED A CROSS ON MY WRIST THE DAY STEVIE RAY VAUGHAN DIED

Snake: So then you're what saying is that the only people you recognize are Shovelhead Chopper Riders?

SCR: Fuckin'-A I do! I mean the whole yuppie biker fashion shit—it's based on *our* lifestyle—clothes you can fight in, ride choppers in, work on choppers in, fuck in, and fight again in. What did one-percenters ride? Shovelhead choppers! Can't you see, we *are* our machines. It's all about the mighty Shovelhead, years ahead of itself, ignored by the masses, put together in an era of lying politicians, war protests, and a society of citizens who looked at bikers like they were a busload of leper nuns. Dammit, man, yer old, weren't you there? Or were you tuned-out man? Or into Disco? Geez, don't even get me started on Disco.

Tommy Lee: Disco sucks.

Snake: OK, I see your point, but times change, people change. Hey, I rode with lots of hard-core bikers in the '70s. They've mellowed out. They'd rather fight the man than each other...

SCR: Sellouts! All of 'em. They fucking probably ride 5-speeds, and send stuff out for chroming. I built my bike from pieces my drunk ol' man left in the basement to rot. What started out as a '72 garbage barge now has a prehistoric Denver's frame, a 16-inch-over wide glide with no front brakes, an armload of angle iron and a 2-gallon Paughco tank that was full of baby mice. My jockey lever is made from a bayonet that Darby Crash pawned for drugs in '79. I spend most Friday nights in a ditch along the road, with my trusty Milky Way wrapper, a few wire ties and a condenser out of a '67 Chevy truck. I'm the only person who can ride it—she steers like an International school bus and burns a little oil. I have everything I need to survive strapped on by wallet chain, two throw-out bearings, late-style that is, a master link, and a pair of vise grips. I've rebuilt my Keihin carburetor in the dark with a dime and Phillips screwdriver, rewired the same night a hundred foot further by tracing the wires with the most oil on them. I can adjust my clutch with my left hand, while my bike idles in traffic, and never miss a light. I have pushed my chopper three miles in the pouring rain, been kicked outta the Love Ride for environmental damage, and I tattooed a cross on my wrist the day Stevie Ray Vaughan died ...

About that time, the band tore into a house-rocking version of Blackfoot's "Train Train" in double time. The crowd reared back its ugly head and 20 years of frustration and denial came loose in one mighty moment. The lights went out, and the noise was deafening. Snake says he doesn't remember what happened next, but he said he thinks he had the time of his life! We've nearly quit noticing the Doc Martin imprint on his forehead. "Shovelhead Choppers rule" is all he says. *—Flynch*

PART II IN THE BLAZING BATTLE TO RESURRECT THE INDIAN

WOUNDED WARRIOR

NONFICTION BY MARK PETTERSON

ROUND TWO

Following is the second in our two-part investigative series on the battle for the Indian name. The first segment ran in the June '97 issue, number 288.

By now it was growing clear that no amount of lightning-timed combinations or fancy footwork would bring this Indian wrestling match to an easy end. The brawlers would have to go the entire 15 rounds and depend on a final TKO based on accumulated points.

Standing in for Wayne Baughman and Indian Motorcycle Manufacturing, Inc. (IMMI) was Richard Block of Denver-based Sterling Consulting Corp. He was the court-appointed receiver and it was his job to defend the estate against what would turn out to be a ferocious assault following rules designed more by the Marquis de Sade than the Marquess of Queensberry.

But first, what was there left of IMMI to defend?

Well, the frame and suspension for the new motorcycle had been pretty much completed. There were two "running" prototypes, one red and one silver. Baughman's previous legal action against some of his investment bankers was termed an asset, plus his much-lampooned wooden engine. Add in some boxes of T-shirts, sweats, sporty chapeaus, decals and trading cards gathering dust in a storage room. Now against all that, balance the growing number of lawsuits opposing IMMI, and keep in mind we're not even counting anyone from Massachusetts, yet.

But what of the *money*? What of the approximately \$2.2 million raised from investors? What of the approximately \$1.4 million raised through the sale of dealerships? What of the roughly \$800,000 collected in bike deposits and held in a segregated trust account? How much was left?

Exactly \$1,051.20 was left.

Kind of kicks the air right out of your tire, doesn't it? Not exactly the kind of war chest needed for funding a battle against suited pugilists who charge—and get—\$195 an hour.

The score again: \$1051.20 in remaining cash vs. \$5,170,751 in total liabilities.

But then ... something just short of incredible occurred. Of the approximately 220 bike depositors, only three called the receiver to demand their money back. The rest said, in essence, "We want our motorcycle, go forth and build it." Same with the noteholders, same with the dealers; the vast majority of whom were willing to back the receiver with whatever additional money and effort was necessary. These people simply wanted to see a new Indian motorcycle thunder into production.

ROUND THREE

Back in Massachusetts, the trustee countered with a flurry of legal jabs searching for weakness. First off, he complained to the Massachusetts Bankruptcy Court that receivership law was "antiquated" and that the whole action was an "unsubtle attempt to do an end run around the court." Really, the last thing he wanted to do was line up with the other luckless schmucks in Denver.

The receiver popped back with the opinion that perhaps the trustee's actions stemmed from either a fundamental lack of understanding of what a receivership was, or worse, from a total disregard for all such law and procedure.

This verbal fisticuffing continued for page after page of court transcript. But ultimately, the Massachusetts judge liked the idea of letting everyone flail it out in Denver. In fact, his Honor cut right to the bone when he said: "This is a classic situation of one person looking at two others and saying 'Why don't you and him fight.'" Better book plane tickets, he said, in effect, to the trustee.

Behind the scenes, an ugly guerrilla war of different dimensions was erupting. Fought with the pen, this new battle involved startling claims and announcements that besieged the receiver from a totally new quarter. Quite unexpectedly, Denver-based First Entertainment, Inc. publicly announced that *it* had secured the exclusive worldwide licensing rights to Indian Motorcycle, would soon open a chain of Indian Motorcycle Diners, would produce and market a complete line of clothing and accessories, and—hang on to your fez—was offering a kit to build a classic Indian motorcycle!

Confused a little? Sure you are, so close your eyes, take a deep breath and—*Bam! Sucker punch!* That'll teach ya, pilgrim. Shut your eyes again in *this* two-part article and you'll be coughing up the family jewels.

Backtracking momentarily, the CEO of First Entertainment was one of the gentlemen named earlier in the legal action Wayne Baughman initiated. Later on, when one of the Massachusetts companies deftly finagled the right to buy out the rest of the Massachusetts creditors, First Entertainment agreed to supply the $2.31 million purchase price, including the $1.2 million owed to Charlie Mathre.

So far so good, except the receiver would subsequently raise unpleasant questions about First Entertainment's true motives; as in: Did they really have that money? Who in the hell granted 'em worldwide rights? Or even worse, was it possible that all those newswire proclamations were nothing more than nefarious attempts to illegally pump up the stock price?

In other words, where were these guys coming from? Well, you be the judge—among other things, this publicly traded company claims ownership to a couple of comedy clubs, a radio station, a Polish record company, and (our personal favorite) a deal to develop a cable special with the American Society of Sex Therapy Puppets.

IT WAS SURELY ENOUGH TO ANOINT ANYONE WITH A TOWERING SPIRITUAL WOODY

This just keeps getting more fun, doesn't it?

DOING THE RIGHT THING

With the consent of most, the receiver consolidated everything that had been previously located in Albuquerque to Denver. That included moving all of the aforementioned IMMI assets (minus a disputed 1949 Indian Chief that Baughman kept), plus 115,000 pages of documents weighing in excess of 1,150 pounds, which is actually less than we slogged through for this damn piece. (Well, it *seems* less.)

Anyway, the receiver estimated that about $2 million had been spent on development of the motorcycle, and figured that about $3 million more were needed to complete the design. That, plus he'd need at least $250,000 in additional operating costs. So where would all this long green come from? Who in their right minds would want to wade through the thick brown mess left by Zanghi and Baughman, especially since ownership of the Indian name was still very much up for grabs?

Who indeed?

The original visionaries, is who. Remember IMMI's investors? Remember IMMI's dealers? Now remember why they got involved in the first place: to build a motorcycle, an *American-made* motorcycle. This wasn't a dollars and cents issue, it was much, much larger. It was about making their dream come true.

So they vacuumed out their bank accounts, liquidated their CDs, rummaged under their couch cushions and literally did anything else they needed in order to raise that cold, hard cash. Bottom line, nothing as simple as mere money would stand in their way.

Now if that doesn't give you some idea of the caliber of people involved, perhaps this next anecdote will:

In an early report assessing the situation, the receiver pointed out the life-is-tough fact that of everyone involved with IMMI, the bike depositors were absolutely defenseless. There were too few of them to mount a class action together, for starters, and single deposits were just too small to warrant individual lawsuits. The marble-hearted question to consider was: Why worry about their $800,000? As you can imagine, a certain contingent quickly chorused, "Deep six 'em."

But that's what makes this story so great, because the vast majority of those who did have a say scuttled any such move. "I don't want to see anyone lose a single penny because they trusted the wrong person," IMMI noteholder and board member, Lonnie Labriola said time and again.

Amazingly, he wasn't just talking about IMMI, either. But more on that later.

ROUNDS FOUR THROUGH NINE

Nobody said this fight was going to be fair. But to add insult to injury, again and again the receiver had to fend off shots from players supposedly on his side.

Wayne Baughman, for instance. It was estimated he owned or controlled about 96 percent of IMMI. But he was, to use Latin instead of a more popular epithet, *persona non grata*. Translation: Please act like a tree and leave. But after four months of trying to reach a fair settlement, the receiver reported that Wayne was proving less than cooperative, eventually terminating negotiations. Unkinder epithets followed in his wake.

Worse, the receiver believed that less-than-honorable beneficiaries of IMMI were orchestrating efforts to influence negotiations with Massachusetts, and in effect sabotage everybody else's hopes for any kind of fair settlement.

Meanwhile, in spite of an extensive subpoena served on First Entertainment, only 138 pages of documents were turned over, not nearly enough, the receiver believed, to ferret out the truth. Plus, the sacrificial boob who showed up to answer initial questions frankly admitted he wasn't "the most knowledgeable person at First Entertainment." Well, *duh*.

This pattern of obstruction, obfuscation and outright aggravation would continue to hound IMMI from every front. →

Yet the receiver never slowed down. In November he brought in the big guns, piping on board as a consultant none other than retired Admiral Elmo R. Zumwalt, the former chief of Naval Operations and member of the Joint Chiefs of Staff from 1970-1974. Zumwalt made military history when he became the youngest chief of Naval Operations ever. Zumwalt also went on to gain the admiration of a certain *Easyriders* editor and former swabby by letting him grow a beard while serving his country.

The addition of Zumwalt added a crucial level of credibility to IMMI's status.

In a different tactical maneuver the receiver solicited commitments from IMMI beneficiaries for a million *more* bucks, actually exceeding this goal by $150,000. The reason for this dough? So the receiver could go to the Massachusetts Court with enough cash in hand to repay everyone involved there in full. Keep in mind that Massachusetts' claim was pretty much based on Zanghi's disputed ownership of Indian rights, which, if disallowed or overturned on any of a number of pending actions, would leave every single person involved in Massachusetts suddenly holding *nada*, nothing, zip and zilch. Bye-bye bucks, in other words.

It was the fulfillment of Lonnie Labriola's previous promise that *nobody* would lose a penny because they had trusted the wrong person. Now who could object to that?

THEY'RE BAAAAAAACK

If IMMI had recruited some big names, First Entertainment wasn't about to be out-gunned on that front. So they signed on none other than American Indian Russell Means.

Russell Means is a noted actor (*The Last Of The Mohicans*), best-selling author (*Where White Men Fear to Tread*, a frank, enlightening account of growing up as an American Indian in the 20th century), and tireless activist whose efforts have helped right an encyclopedia full of social injustices.

"You know, Harold, you get a fowl mouth when you drink."

He was also, whether First Entertainment knew it or not, the potential brass ring—a connection to over a hundred million dollars through the investment firm he was a board member of. A hundred million is enough serious wampum to bring a new motorcycle into full production, and do it up right.

Russell Means brought an undeniable cachet to First Entertainment's efforts. This was, after all, an *Indian* motorcycle. And talk about big plans—First Entertainment claimed the intention of locating the production facility on an *Indian* reservation. The bikes would offer beautiful solid silver accessories hand-crafted by *Indian* artisans. For paint you could choose among several gorgeous hues made from pulverized Western gemstones. Why, it was surely enough to anoint anyone with a towering spiritual woody! (That really is an actual press release quote, by the way).

Newswires hummed nationwide with the announcement that Russell Means had partnered up with First Entertainment and would be the featured attraction at a New York press conference.

Unfortunately (for First Entertainment), Russell hadn't just rolled into town and fallen off the chuck wagon. As a savvy investor and activist he's been around

the block with more than a few heavy hitters (the Federal Bureau of Investigation, the U.S. Department of Justice, the U.S. Department of the Interior, Richard Nixon's Counterintelligence Program, to name a smattering) and he's wise in the ways of the world. So he did a little checking into certain public records concerning at least one individual at First Entertainment. Guess what he found? You already know, and when Russell found out, he bailed.

Nonetheless, it didn't stop First Entertainment from continuing to claim exclusive worldwide licensing rights to the Indian name's claim, that upon a little reflection, sounds at the very least far-fetched. How so? Simply because there is no single worldwide organization with the authority to grant such globe-encompassing rights. Such rights must be gained country by individual country.

So why would they publicly jump into the fray and make such bold announcements? A very cynical Denver receiver reported that he believed these announcements were nothing more than a scheme to manipulate First Entertainment's publicly-traded stock and profit from its rise in price. He even went so far as to send warnings to brokers and market makers to protect their clients.

Nevertheless, First Entertainment had tag-teamed their way into the ring and gained a very strong offensive position when they guaranteed the money to settle up with Massachusetts and buy out California-based Charlie Mathre's purported rights. It was the one card they needed to fill in their royal flush and transform themselves into the odds-on favorite for heavyweight champs.

THESE WERE THEIR HARD-EARNED, SWEAT-STAINED DOLLAR BILLS ON THE LINE

A SIMPLE QUESTION ANSWERED

All along, the one emerald-colored current coursing underneath the action has been money. First came Zanghi, raising millions and then splitting. Then came Baughman, raising millions and subsequently self-destructing. All that was left now were the hundreds and hundreds of innocent people who put up their own money—sometimes, no kidding, their very life-savings—to follow this crazy dream of building a new, American-made Indian motorcycle. They weren't out for anybody's blood, nor was this an amusing pastime to fill in their idle hours. These were their hard-earned and sweat-stained dollar bills on the line, facing a future of unjust evaporation. So understand, no matter which side they were on, you just can't blame 'em for simply wanting what was right.

If by now you haven't asked one oh-so-obvious question, let's go ahead and ask it: Why, for Hendee's sake, hadn't they all just sat down together and *tried to work it out?!*

Well, some of them had. Remember, IMMI's receiver had obtained commitments from his group for enough dead presidents to fully settle up with everyone involved in Massachusetts. He could've played hardball, gambling that the courts would officially declare Zanghi's claim a no good and sinking Massachusetts' boat, or he could've played low-ball, first offering to settle for 10 cents on the dollar, then 20 cents, dragging back and forth as the other side's legal fees mounted. →

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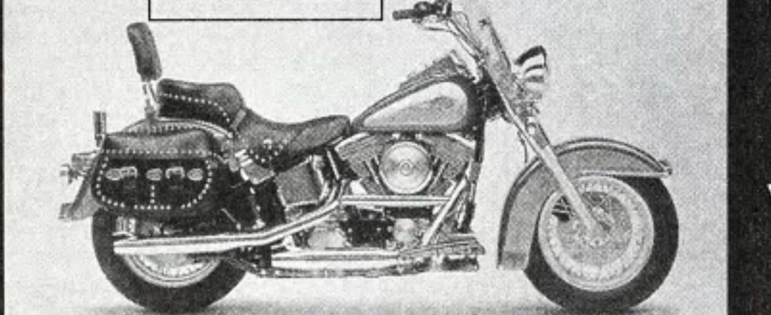

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But he didn't. And that was money he was raising over and above what he already had commitments for to make whole everyone presently connected with IMMI.

Indeed, just such preliminary talks were conducted.

Unfortunately, these talks were not in the best interests of a certain group who had never invested a single dime in the future of Indian Motorcycle. Yet this group stood to gain quite handsomely should certain events go their way.

As promised previously, for your exclusive entertainment and amusement, it's time once again to send in the Clowns.

THE BEST JOKE YET

To set up what will prove to be the best joke yet in a jocular series of side-splitting hijinks, let's momentarily shift our focus back to Charlie Mathre.

We won't presume to answer the legal questions of whether Charlie really did or did not have any claim, in part or in whole, to the Indian name. But we will remind you that early on in this saga the Massachusetts Bankruptcy Court made it a condition that one of the parties involved must buy out Charlie for $1.2 million.

Which, as the receiver kept pointing out, sure ought to cast some serious doubts on just how confident those guys in Massachusetts really felt about what Zanghi had passed on to them. But never mind, the ink was dry on the agreement and Charlie was to be paid that dough in scheduled installments.

Now from deep within the woodwork another investment banker emerged (and if you're starting to feel a cold shiver shoot up your spine, your survival instincts are extremely well-honed). But why add anyone else to this bloated boat of bickering bindlestiffs? Money, is why. In the receiver's opinion, First Entertainment just didn't have enough up-front whip-out cash to back up their guarantee to buy off ol' Charlie Mathre. Someone else did, though.

Nope, it wasn't the newest bozo on board, it was he of the aforementioned historical Harley footnote—Michael Mandelman. So, acting in the expectation of an honorable business relationship, Mandelman's company let this investment banker take control over a great, great deal of cash—in part to buy out Charlie Mathre.

Ready for the punch line? OK.

Just like a mortgage on your house, the scheduled payments to Charlie Mathre had to be on time and in full. So now that there was money in the bank, the first payment or so was made. *But not the next*. Pause for a moment to consider what happens when *you* don't make the payments on your mortgage—it gets foreclosed. Which is exactly what happened to the agreement Mr. Mandelman had to buy out Charlie Mathre—it got *foreclosed*.

Nope, that wasn't the punch line.

ALL THE FEUDING ESTATES WERE COMBINED FOR THE BENEFIT OF EVERYONE

But what it did mean was that the previous agreement was now in default and open to anybody else with money. Who had the money now? Why, a certain investment banker! So he offered to take over the payments and obtain Charlie Mathre's rights for his very own interests. With guess who's money?

Now that's a real punch line.

THE END GAME

To hear Lonnie Labriola bellow in fury over those latest actions is to hear someone who simply cannot believe to what depths some people will sink. "When will these guys quit?" he raged. "What does it take to make these people go away?"

More lawsuits, more civil actions, more endless machinations as the slow wheels of justice ground relentlessly on, is what it took. More complaints about First Entertainment, more legal maneuvers against one or another harlequin to regain Michael Mandelman's moolah (who, less liquid but more learned, had thrown in with IMMI). All of this squabbling resulted in increasing amounts of money, of course, but incredible as it may seem, the needed war funds always appeared as most of those within IMMI fulfilled their early pledge.

In a very real way the receiver had planned and plotted out his moves with all the skill and finesse of a chess master. But it was never a game, not with the terrible odds he faced, not with the financial future of so many real people in his hands. Yet never once, in spite of all the easy fixes and temptations offered up,

did the majority ever abandon the idea of one day building and producing a motorcycle.

But perhaps most importantly, the Denver receiver continued the push to iron out all remaining differences with the Massachusetts trustee. The short of it is, it happened. The long of it is contained in reams of court transcripts and receivers reports. You, too, can go read 'em. But the upshot was that finally, finally, all the feuding estates were combined for the benefit of everyone involved. At long, long last it was a win-win situation. Except for the Clowns, who continued to be the targets of discovery motions, depositions and the receiver's accusations of theft, embezzlement and bankruptcy fraud. (At one time, after more or less admitting to the receiver that maybe they were in possession of somebody else's $300,000, these droll comedians grandly offered to negotiate a settlement!)

Meanwhile, Western Design Engineering and Ed Pink Racing Engines were asked to consider a phased development of the motorcycle. The Brit-designed V1000 motorcycle was studied for potential. Canepa Designs, Ltd., was engaged to devise three new models of the motorcycle. Then, working together, the receiver and trustee evolved plans to raise $50 million to recapitalize the estate through a Judicial Sale, stipulating that the eventual purchaser should use the assets to establish and operate a motorcycle manufacturing and assembly plant.

The overall intentions remained to reimburse every legitimate investor who so elected—or give them an equity stake in the new company. The dealers presented certain problems because of the structuring of their deals; but the receiver committed to be as loyal to their original agreements as possible.

By this time Lonnie Labriola had gone two years without a paycheck, spending all his time and borrowed money pursuing the Indian vision. He still wanted to offer shares in the new company directly to the riding public through a grassroots IPO, but for that he took quite a few body shots from the skeptics.

He subsequently logged more than 6,000 miles visiting every legitimate antique Indian restorer in the country. Lonnie's idea was for them all to join together into a not-for-profit, self-policing organization called The Indian Motorcycle Council that would regulate Indian trademark licensing for pre-1954 Indian motorcycles. Those involved would, in effect,

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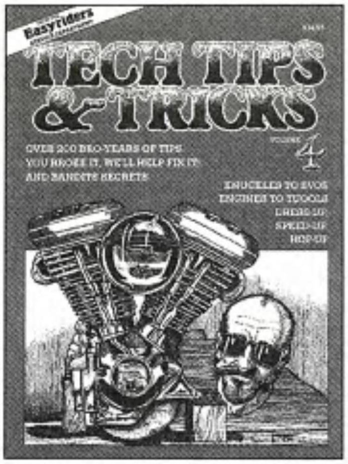

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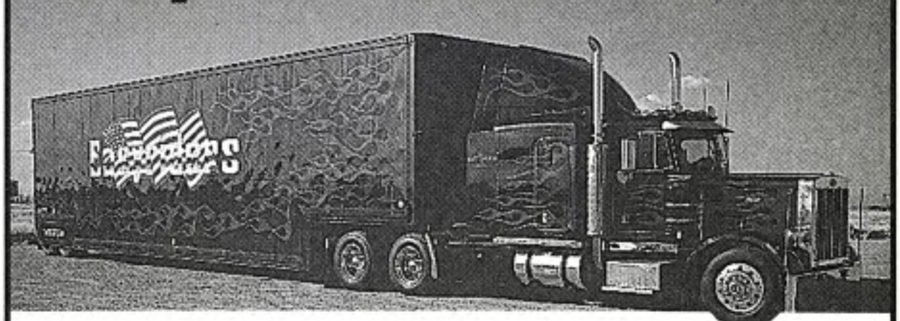

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become "authorized" antique Indian restoration services, driving out the fly-by-nighters and assuring a certain high level of quality. Reactions within the industry varied from Antique Motorcycle Club of America archivist George Yarocki's guarded enthusiasm to longtime restorer Randy Zorn's opinion that the world didn't need a new Indian motorcycle.

As for IMMI's original motorcycle depositors, whenever the dust settled, they would still be the very first in line for either a new bike, or a full refund.

But then (and this is absolutely the last time you'll read that phrase) certain factors within the combined estates impelled the action forward. They were tired of talk about bridge loans, mezzanine financing, initial public offerings, and investment bankers. Let's get real, let's get moving, let's do it now.

By the time you read this the consolidated estates will have been auctioned off. You can probably imagine a score or more of national and international entities with more than a passing fancy in owning the rights to the Indian motorcycle name.

The minimum bid starts at approximately $20 million—enough to fund the termination of the receivership and bankruptcy estates, and liquidate the claims of those who do not elect to receive a motorcycle, a dealership, or stock in the purchaser. As part of the sale the purchaser will be requested to make a commitment to conduct an initial public offering of stock to raise an additional $40 million in order to establish and operate a motorcycle manufacturing and assembly plant.

Now stop for a moment and reread the preceding sentence. Notice that the key word is *requested*. Because while this plan outlines the receiver's "preferred structure," it is not carved in rock. In other words, the eventual purchaser could simply choose to pay everyone off, rather than allow them the benefit of their original bargain. Which raises one, last sobering question: Will the purchaser totally honor the dream of so many valiant visionaries to bring a new Indian motorcycle back into production? Well, if you've read this far, you've gained enough legal expertise to fully comprehend how the Golden Rule works.

A FEW LAST THOUGHTS

In the final analysis, this story was never really about Indian Motorcycle at all, it was about heart—the heart to believe in a dream, the heart to fight for a dream, the heart to see a dream through.

The bigger the dream, the bigger the chance for heartache and failure. Dreams are painfully dangerous. But real dreams take on a life of their own, they burn with inextinguishable fire, they die hard.

So will history record that someone actually succeeded in rekindling the flame of a true American legend? Or are these events just more gassy bubbles rising to the surface in a roiling cauldron stirred by bean counters whose foresight extends no further than the bottom line?

Only time will tell. But maybe it doesn't really matter. Maybe what matters most is that we all continue to reach beyond our grasp, knowing full well that some of us will crash and burn, but knowing just as surely that others will soar above and beyond the horizon, and understanding that in the end we are all the richer because of those with heart enough to try.

Like all good trips, there's often more fun in the riding than there is in reaching the destination. No one can deny that this hasn't been one hell of a ride.

At this point only three things remain stone certain: One, Indian Motorcycle still lives; two, we'll be keeping a close eye on developments; and three, you'll hear about it all in these pages first.

Editor's note: After reading this, Lonnie Labriola insisted on acknowledging the invaluable support and sacrifices of some other important behind-the-scenes heroes including Mr. and Mrs. Basciani, Rooke and Ken Everill, Steve Halprin, Ed and Myrna Leal, John Nicholson, John and Cheryl Petitto, Nick Russo, Dave Sperrazza, Marci Taylor, and Katie and Jim Troccoli. ⊙

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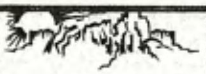

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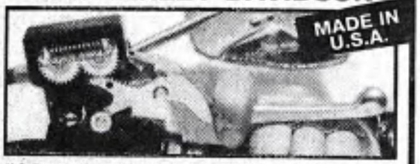

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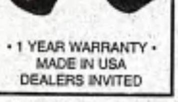

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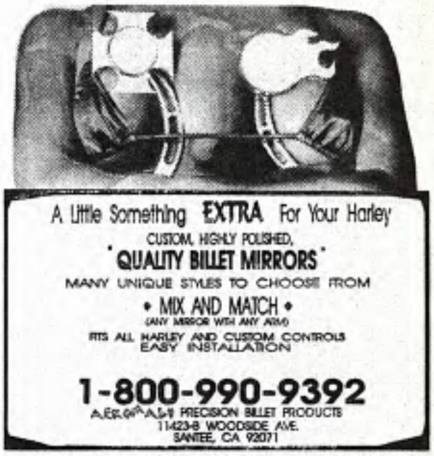
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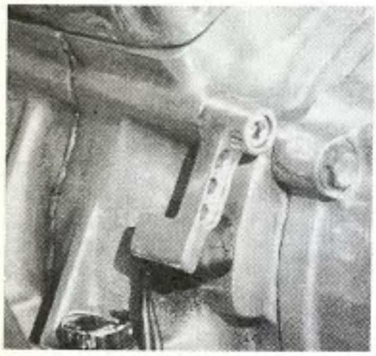

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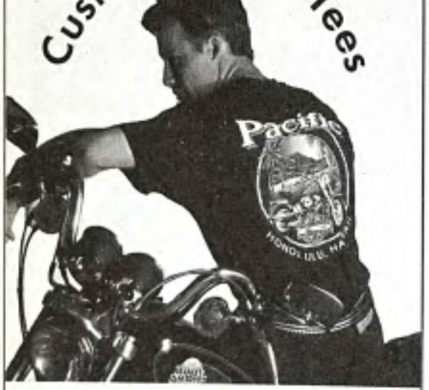

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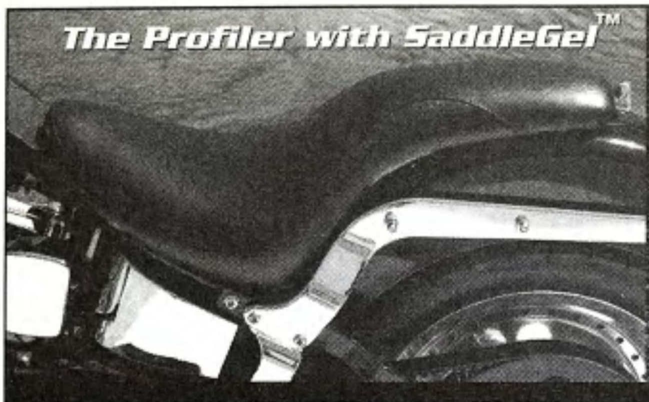

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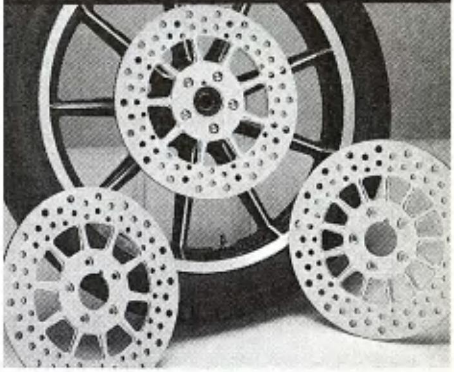

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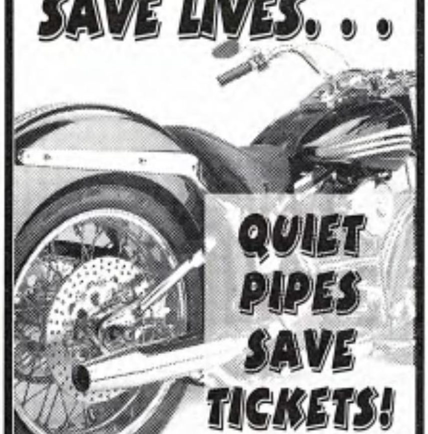

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ADVERTISERS INDEX

ADVERTISER	PAGE
AEROMACH	123
ALLAN ROSENFELD	127
AMERICAN CENTURY	125
AMERICAN FRONTIER TOURS	122
AMP RESEARCH	122
ANCIENT ART TATTOO STUDIOS	126
ART BRASS PLATING	122
BARNETT HARLEY-DAVIDSON	125
BEANHEAD STUDIOS	122
BRITISH CYCLE SUPPLY	122
CUSTOM CHROME	125
CUSTOM CYCLE ENGINEERING	124
DOC'S MOTORCYCLE PARTS	127
DR. RIDER'S MACHINE ENGINEERING	125
DRAG SPECIALTIES	124
INTERNATIONAL CYCLE SUPPLY	127
HEADWINDS	123
HIPPY'S M/C PARTS	122
INMAN DESIGNS	123
IRON HORSE RENTALS	127
JACKSON HOLE SALOON	122
JCB ELECTRONICS	125
JOHN HAYMOND	125
LBV ENGINEERING	122
LEATHER LEGS	123
LEONARD MAGGIORE	125
LONDON PLATERS	124
LORENZO SALES	123
MICAH McCLOSKEY'S CUSTOM	127
MORONEY'S HARLEY-DAVIDSON	123
MOTO-ARTS	126
MOTORVATION ENGINEERING	122
MR.B'S LIFESTYLE	123
MUSTANG	124
OKUN BROS.	122
PAC-KIT SADDLEBAG CO.	123
PACIFIC COAST SUNGLASSES	123
PACIFIC HARLEY-DAVIDSON	124
PROFESSIONAL TATTOO KITS	125
RAT'S HOLE	123
S&W TATTOO SUPPLIES	127
S.B.D. MUFFLERS	125
S.O.S.	124
SAMSON M/C PRODUCTS	126
SCHOOL OF MOTORCYCLE REPAIR	127
SHILOH MOTOR HOTEL	126
SMALLCHANGE	126
SO-FULL-OF-IT PRODUCTIONS	123
SPECTRUM POWDER COATING	126
SPEED & SPORT CHROME PLATING	124
SUN SUPPLY	126
SUPERIOR PARTS INC.	126
TATEX-USA	126
THINK TEK	122
TELEBUG DISTRIBUTING	123
TR CUSTOMS	126
TRAVELCADE	125
TWIN CITIES H-D SOUTH	122
WHEELWORKS	125
WISE PRODUCTS	126

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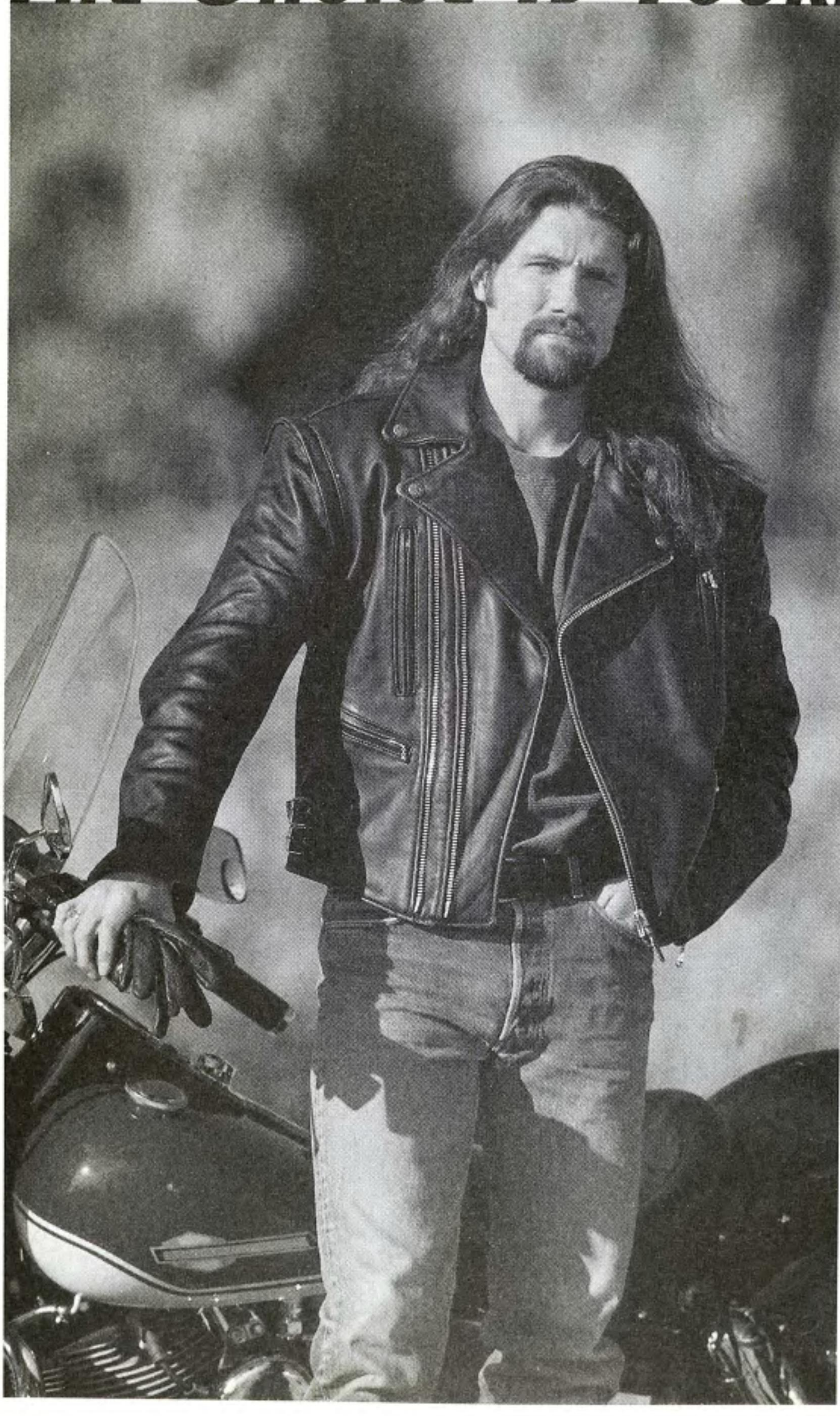

The *Easyriders* Dual-Zip jacket has so many options, we can hardly keep track.

For starters, the sleeves zip off transforming a rugged leather jacket into a cool biker vest. Perfect for those summer rides when you want to feel the wind against your skin.

And, as if that weren't enough, we've included two rows of front zippers so you can layer up in the winter and still fit into your coat. Additional features include four front pockets and adjustable side buckles.

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REVTECH BRAKES
Beginning Mods To The Ol' Shovel

If you can remember back to the April issue (#286), you may recall that Bandit and Oz were raggin' on my Shovel. Yeah, so I'm a single parent on a budget, and I know that's no excuse to run the oil lines around the exhaust pipes, but everyone needs an excuse. Excuses or not, Bandit and Oz volunteered to assist me with a minor overhaul.

Well, one of the first things that needed fixin' were the brakes. Since Custom Chrome makes and distributes the largest line of custom products for Harleys, I felt it wouldn't be a bad idea to work with one proven supplier. I know, you all possess everything there is to know about installing and bleeding brakes. I mean, how hard could it be? Unbolt one set, attach another set, bleed system, done! Well, not exactly. Custom Chrome's RevTech line of brakes are all chrome and designed to fit most Harley models. The kits are not piecemeal, they're complete down to the chrome hardware, and the massive installation manual will enable even the beer guzzlin' novice to install the brakes correctly.

Not wanting to leave anything to chance, I took the Shovel to my best friend and competent riding partner Rob Rangold of Road Dawg Custom Cycles. Remember my most-limited budget? Well it also extends to tools. For those of you who don't know, the most important part of this whole deal is making sure your calipers are centered over the rotors. CCI has left nothing to chance in this area. Each brake kit includes a 38-page instruction novel. The kit also includes lines, hardware, DOT 5 brake fluid, and everything else you're gonna need—except the tools. Listed among the required tools are a 0-to-1-inch micrometer and vernier calipers. They're essential in evenly shimming the calipers. Rob had the instruments; I couldn't even afford to look at them.

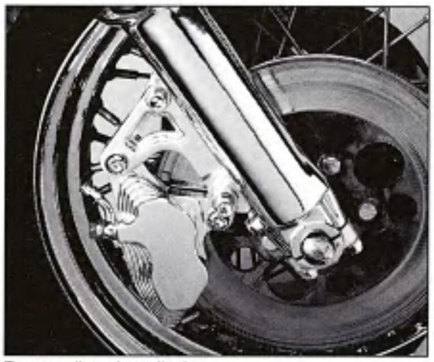
The rear brake is a relatively simple operation, but first check your rotors. The last thing you want is to damage the new pads on crappy rotors. The caliper plate should bolt straight on and then it's just a matter of centering the caliper over the rotor by shimming the caliper out until the base of the aluminum unit is located the same distance from the rotor on both sides. Don't measure from the pads.

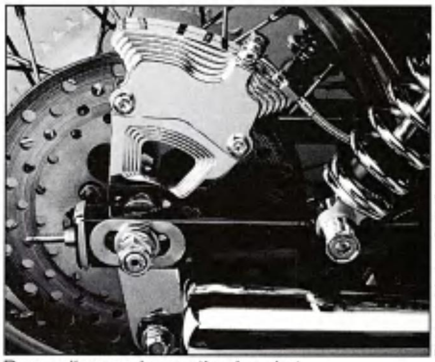
The front installation is more complicated. For example, if you're runnin' dual discs, ya gotta have an 11/16-inch bore master cylinder on the bars for safe operation (so says the install novel). If your scooter has a front wheel drive speedo, you will need to install an extended speedo cable boot (provided) prior to installing the caliper(s). The next step is bleeding the system. We've covered this a dozen times, so I won't go into it, except to say to make sure you keep the reservoir topped off while bleeding the system. Besides, the installation novel covers it.

Do not install the calipers tight to begin with. You may be forced to remove them several times to exchange shims. CCI recommends installing the .040-inch shim between the lower caliper mounting tab and caliper, then install the lower mounting bolt and the flat washer. Now is when the micrometer or feeler gauge is gonna come in handy.

Once the centering is accomplished, the rest of the installation will fall into place. If you're installing dual disks, ya get to do this whole thing twice!

RevTech's high-performance calipers.


Front caliper installed.


Rear caliper and mounting bracket.

Photos: Markus Cuff, Custom Chrome

Custom Chrome's RevTech brakes were different from any other system I've encountered, both in installation and performance. When ya grab a handful of these brakes you may want to see how much ya dig into the asphalt. If it's too much, ya may have to change or adjust your fork springs. We'll save that for another time.

By the time you get this, the old Shovel will have been completed and you'll get the whole picture in the next issue. Maybe then, Oz and Bandit will get off my ass and let me get some other work done, like havin' a few coldies at my desk.

—Oil Can

Sources

Custom Chrome, Inc.
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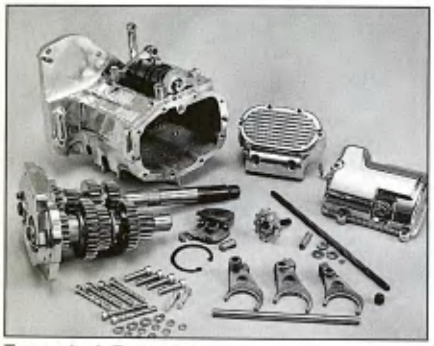
TECH TIPS

NEMPCO'S
Bike-In-A-Box

In our wild world of '90s super scooting, urban dwellers (like us) can go to most any well-stocked custom shop around, buy anything and everything for a ground-up custom, and come out smelling like a rose. Knowledgeable bros can also piecemeal lots of stuff through the larger mail-order companies or at least know what questions

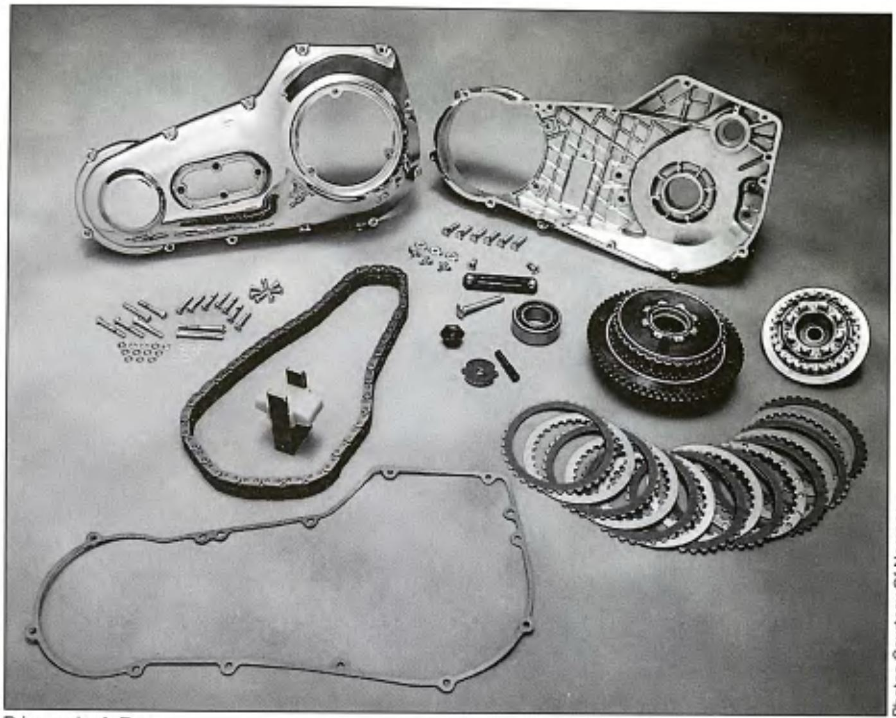


Tranny-In-A-Box.

to ask and then go from there. OK, time out! Hold on a minute! Psst! You're rolling your eyes and whispering *what?* You're not on a tech level with Bandit, Oz, Bomber, Oil Can, Clean Dean, or Phantom. Well, pal, welcome to the club! Test your knowledge with mine: You like what you see and you're 98 percent sure it's compatible with what you want to build. But then ... you buy it and find out it's *not*! And dammit, you live in Small Town, USA, where the ability to find tech help is just about zilch! Well, Jack, if this scenario fits *you*, no doubt you're a prime candidate for Nempco's sensational, no surprises, thoroughly custom "Bike-In-A-Box."

WHAT'S IT ALL ABOUT ANYWAY?

The end result of this product, when assembled, will be the basis for a quality American custom motorcycle. While cost was a consideration, Nempco's initial focus was to provide a custom rolling chassis with quality components, requiring minimal or no additional fabrication. Dave Perewitz designed the stretched tanks, Jesse James designed the fenders, and Skeeter



Primary-In-A-Box.

Photos Courtesy Of Nempco

Todd from Nempco hand picked all the components. The Bike-In-A-Box has got years of bike building expertise behind it. The ergonomics are perfect. The stretched tanks, dash, seat and handlebars fit together. The front end length, neck rake, and rear shock length are designed so the bikes sit level. Rolled steel fenders and aluminum wheels enhance the widened custom Softail frame. Style Glide forward controls, oil tank with brackets, and rubbermounts, chrome handlebar control kit, wiring harnesses, and headlight are all included. These kits do *not* come assembled.

Two Softail-based Bike-In-A-Box styles are presently offered (more are on the way). Their Desperado was introduced a year ago in limited numbers—to get customer "feedback." With its larger fenders, 5-gallon tank, and 6 1/2-inch diameter headlight, the Desperado is a Fat Boy clone/look-alike that stickers for $8,183, less engine, transmission, cables, brakes, battery, and incidentals. But their Warrior is my pick. Introduced in February of this year, it has recontoured fender rails and goes for $7,900. *Note:* Wheels on either bike can be substituted. With each bike comes a Manufacturer's Statement of Origin (MSO). When your bike is finished, go to your Department of Motor Vehicles and apply for a chassis identification number.

OK, Bud, think this thing out. After your Bike-In-A-Box is delivered, you're gonna need a motor, transmission, and a fat rear tire, no doubt. Well, tah-dah! Nempco thought of all this, too, with their following sub-assemblies:

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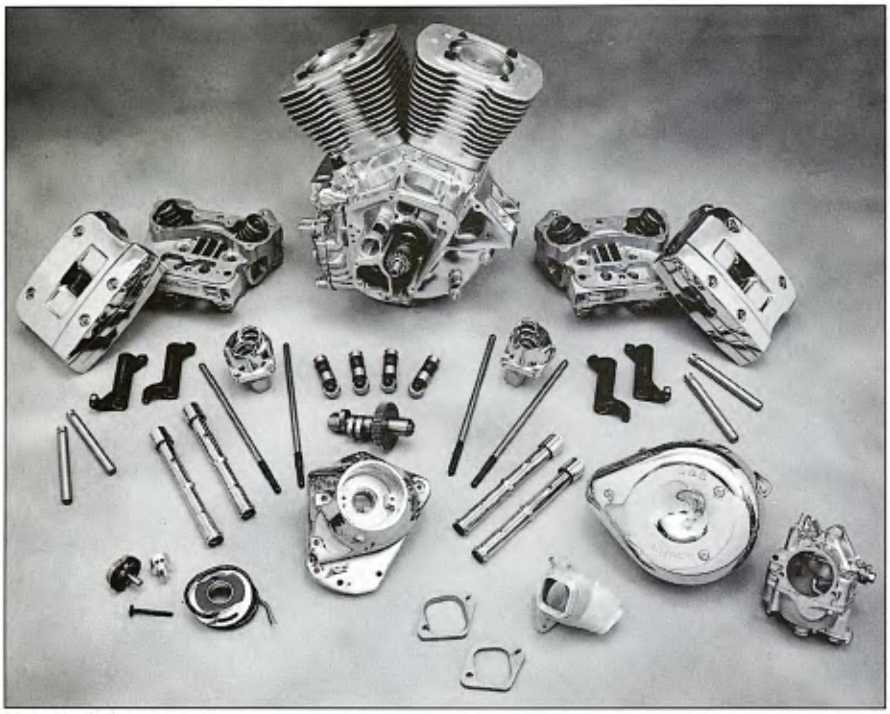
It comes complete but unassembled in four types: Solid-mount Softail Case and Softail Close Ratio or rubber-mount FXR Case and FXR Close Ratio. Each is available in plain, polished, gloss black, or flat black with a polished trans case door. Nuthin' could be simpler.

FAT TIRE PRIMARY-IN-A-BOX

For Softail models with Fat Tire Kits, this kit includes a polished inner primary and chromed outer primary cover. It's complete with a clutch shell, hub, clutch discs/plates,



Motor-In-A-Box.

Hayden M-6 chain tensioner, plus all bolts and gaskets.

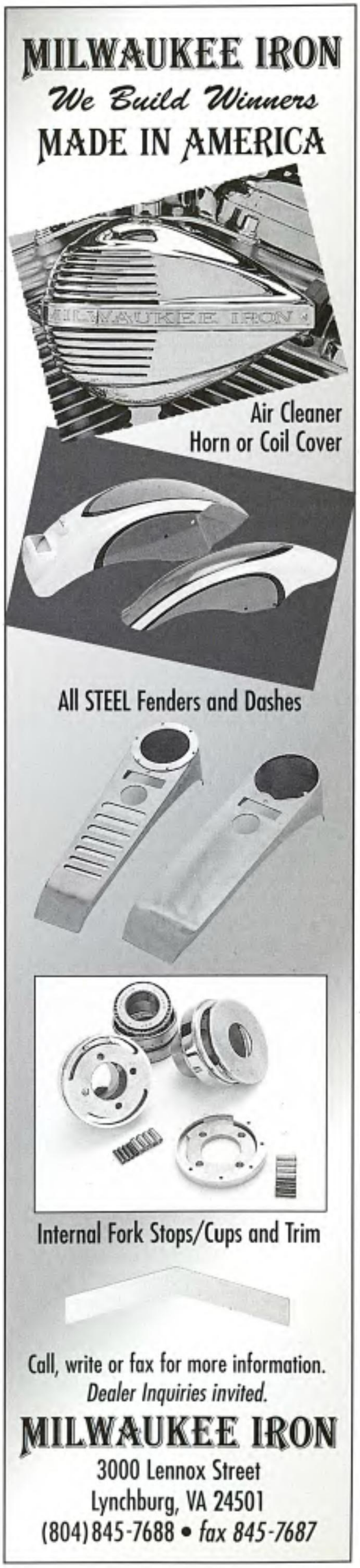
MOTOR-IN-A-BOX

A 96-CID stroker motor featuring Evo-type fitment is comprised of an assembled, heavy-duty S&S short-block and heads, Crane cam and adjustable pushrods, S&S G carb, Twin Power Ignition, plus a ton of chromed goodies. All small parts are shipped loose and must be assembled.

The Nempco experts have picked 80-85 percent of the Bike-In-The-Box components. You purchase the rest, splash on some paint, and then go blast off into the sunset strutting your stuff, hassle-free! What could be sweeter? For the name and location of a Nempco dealer near you, or to ask some questions, call toll-free: (800) 343-9687. If you want to check out a completed project, see the next issue.

—*Doug Marion*

The Desperado.



BANDIT II POWER PLANT

S&S 98-Inch Formula

Since the Bandit II will weigh just under what a light Naval destroyer weighs, I needed serious torque and horsepower. Ron Simms, with his main engine man, Bob Gomes, have been aficionados of S&S power plants for years. Here's Bobby's story. As a bad Bay Area kid, Bob grew up around Harleys ...

"Cut the shit," Bob said. "Let's get to the nitty-gritty."

All right, I'll slice Bob's sordid bio to the bones. He's been the main wrench for Ron Simms' Bay Area Custom Cycles for 20 years. "Ron stays in the front," Bobby interrupted, "I stay in the back. This is my domain. I've built complete bikes for years, but now that we have some competent help, I concentrate on engines, transmissions, and electrical."

Upon Bob's 20th anniversary, Ron gave him the bike of his choice. Bobby went for a fresh-out-of-the-box Ultra Glide Classic. "It's got the radio and all the whistles and bells," Bob added, "an update over my chopped 1954 Panhead."

"All right that's enough," I said, stopping him. "I got a set of handcuffs, I mean cuff links for my 20th and I don't even wear cuff links! In fact, I don't even know anyone who wears cuff links. Let's get back to the engine."

They built the motor around the proven S&S Sidewinder engine that comes complete in various forms. You can order the engine assembled and polished, ready to bolt in your motor, or in pieces so you can chrome it, or mildly incomplete so you can install a different oil pump, cone cover, or rocker boxes.

"We get the motors complete, tear them down, and repolish them," Bob explained. "Then we reassemble them and check all the clearances as we do it."

First, after the exterior components were repolished for a show quality shine by South Bay Chrome, Bob cleaned all the parts thoroughly to remove any abrasive compounds. "Then I begin the reassembly process," said Bob. "S&S does a terrific job, but I check the clearances just to make sure everything is set up according to their specs."

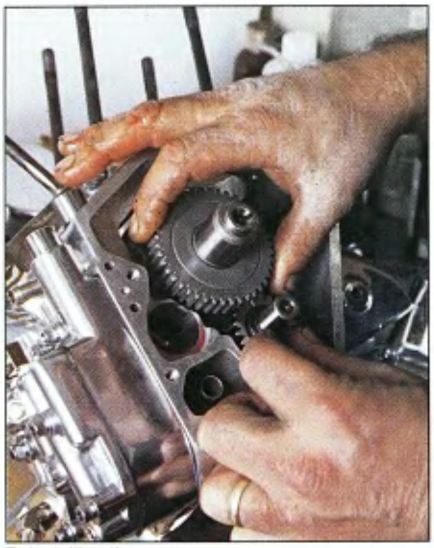
Checking rod play prior to reinstalling polished barrels.

He begins by checking the lower end Timken bearings to make sure they are a matching set. "The flywheels are already trued and balanced, which saves me considerable time," Bob explained. "But I recheck the end play on the wheels, the breather gear, cam clearance, adjust the S&S lifters, and assemble everything with assembly lube which comes in a 4-ounce bottle—just enough for one engine rebuild."

Bob also rechecks the ring gap on the piston rings and, even though the heads are modified S&S with improved flow characteristics, they have them checked by Hannan's who has performed head work for Ron for about 26 years. "And that does it," Bobby said impatiently. "Except that I also installed our proven dual-fire Dyna ignition, and this puppy is ready to purr, and haul that monster of yours around. Now, can I go to lunch?"

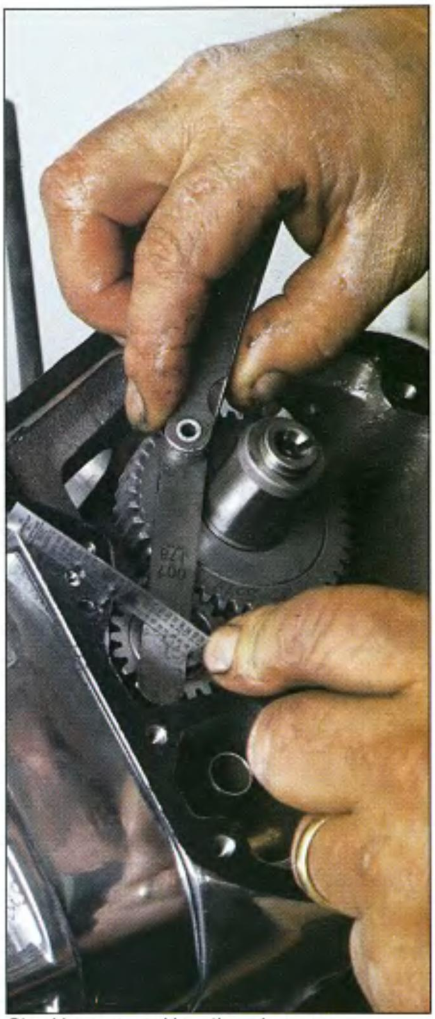
Bad Bob was getting impatient, and hungry, so I called S&S for a take on the engine configurations. I spoke to Bruce Tessmer in the technical department who told me that S&S is about to launch another line of motors with big bores. So we discussed the difference between bore and stroke. "Before

Installing S&S polished oil pump.



Reinstalling the cam.

Checking the cam.



Checking cam and breather clearance.

Evolution heads," Bruce explained, "For the most part, the design of older motors, like Shovels and Pans, were limited in their capabilities. Shovels put out about 125 cubic feet per minute (cfm) to 150, if modified. Evolution heads flow better. Now we can get 200cfm out of Evos and flow a big motor without a problem."

There's a lot to consider when picking an engine configuration nowadays. Now S&S builds eight to 10 variations of Big Twins. If you're building a bike and don't want to dig around for engine parts, they'll sell you a complete proven engine—polished and ready to kick ass. But how does a rider decide? I'm still not sure, except that Bruce said, "Many riders just want the biggest motor on

A polished S&S barrel.

the block. It depends on a rider's style and what he expects out of his engine."

S&S currently builds five stroker motors from the mild 4 1/4-inch stroke (88-incher), to 4 1/2 (93-incher), 4 5/8-inch stroke (96-incher), 4 3/4-inch stroke (98-incher), and the almighty 5-inch stroke motor that pumps out 103 cubic inches. All these motors have a 3 5/8-inch bore. Depending on how you ride, these puppies will last almost as long as stock.

The bigger bore motors that are about to be released intrigue me, because of the harm piston speed can have on strokers. But Bruce doesn't seem to have a problem with piston speed and actually complimented the stroker motors as being more efficient power →

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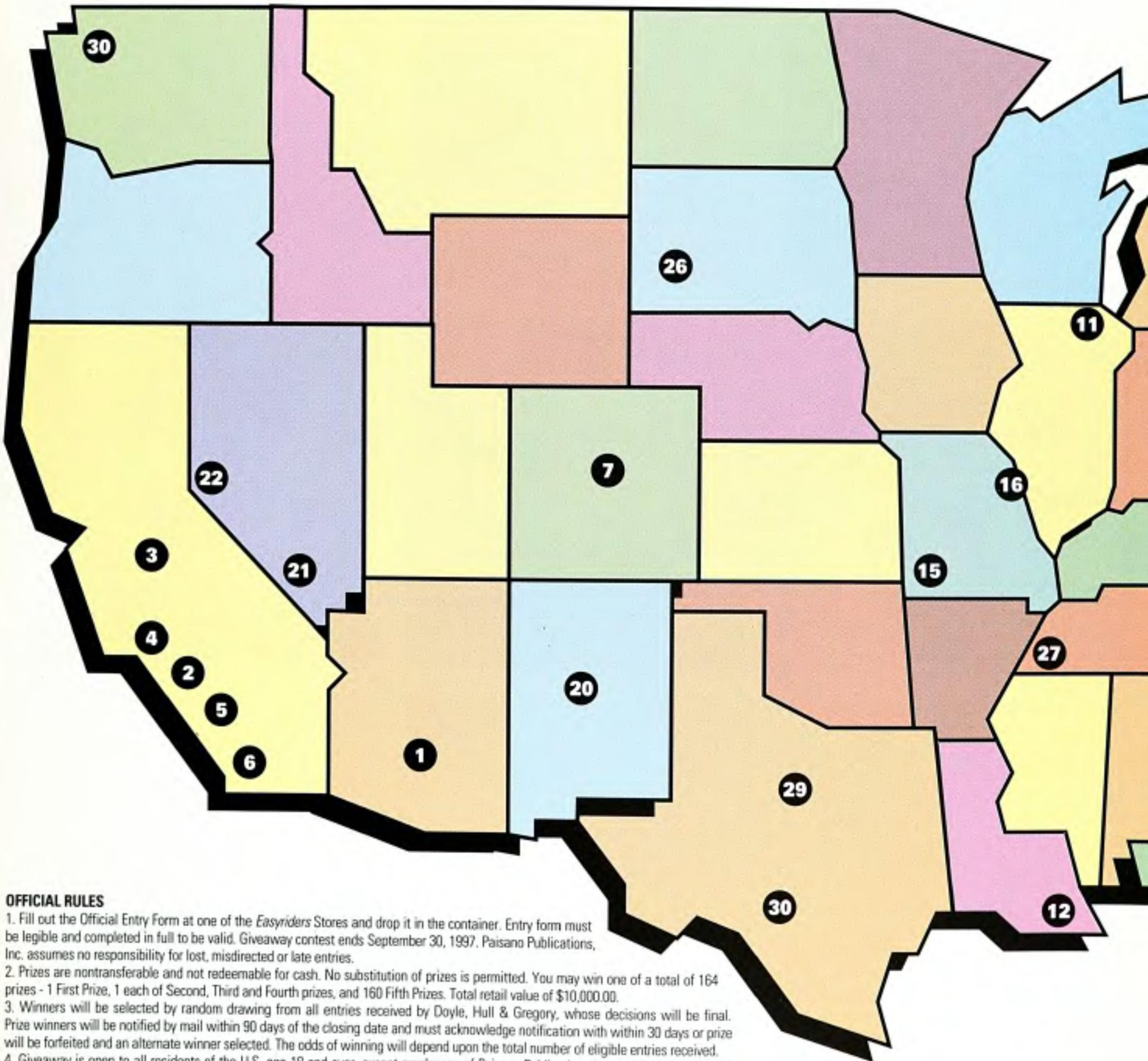

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1. Fill out the Official Entry Form at one of the *Easyriders* Stores and drop it in the container. Entry form must be legible and completed in full to be valid. Giveaway contest ends September 30, 1997. Paisano Publications, Inc. assumes no responsibility for lost, misdirected or late entries.
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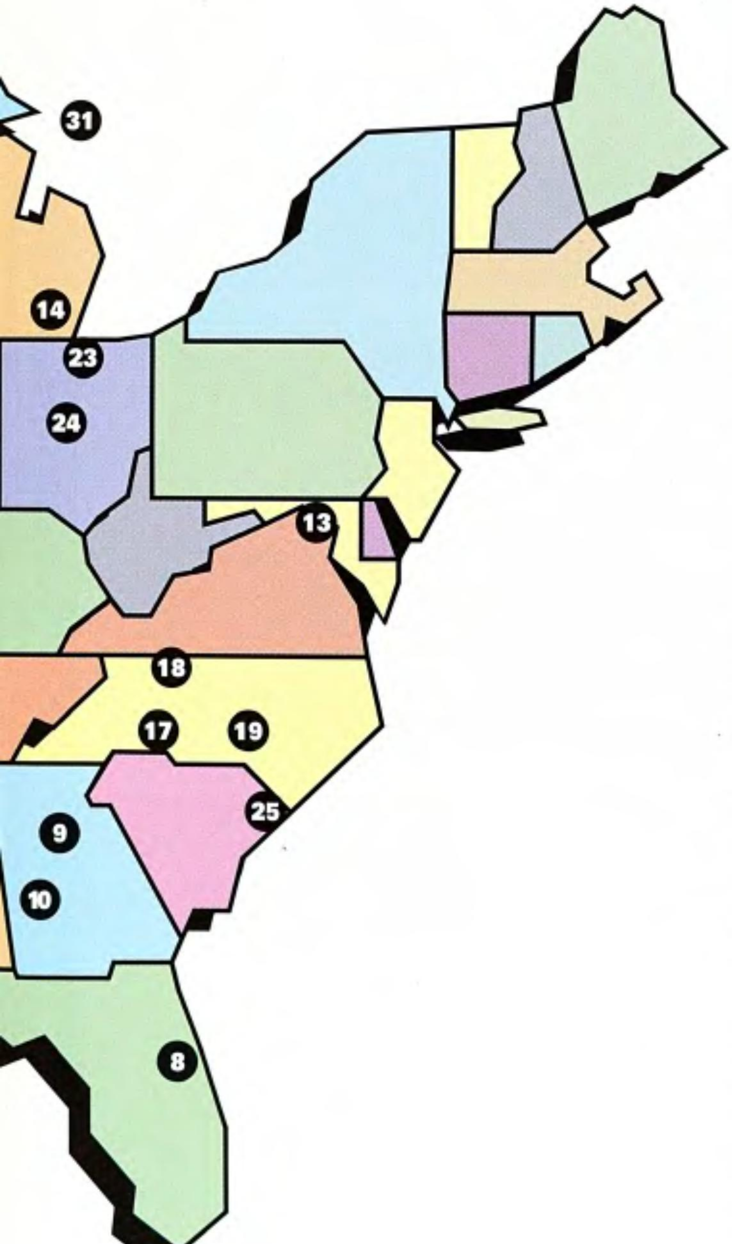

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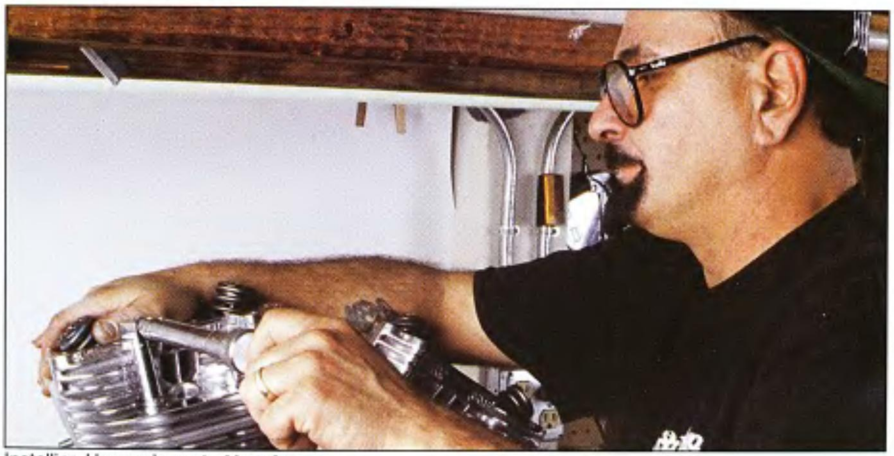
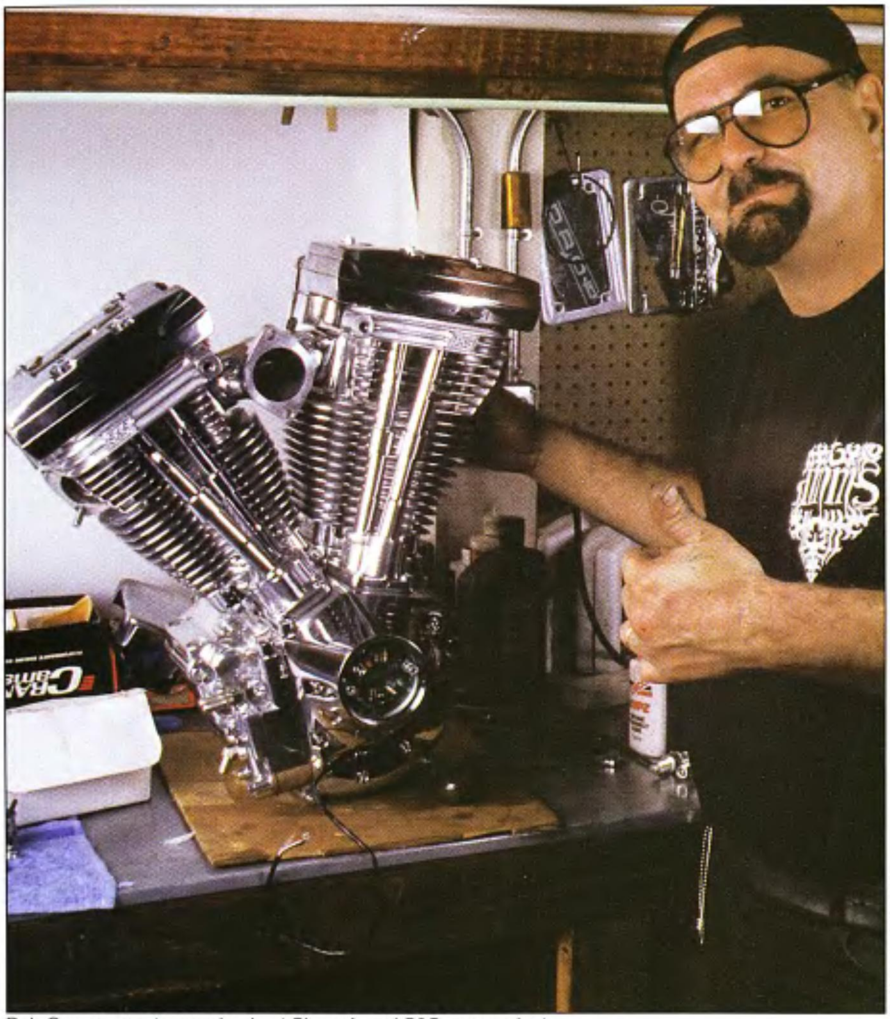


Installing Hannan's ported heads.

Installing Dynatek ignition

producers, due to the torque producing stroke, whereas the revs must fly in the bigger bore motors for the same results. Add bore and stroke together in the same mill and more considerations, such as piston skirt size come into play. But we'll get into all that on a later date. In the meantime, Bandit II is coming together and we know it will have the power to keep up with the big boys.

—*Bandit*



Photos: Nick Cedar

Bob Gomes, master mechanic at Simms', and S&S power plant.

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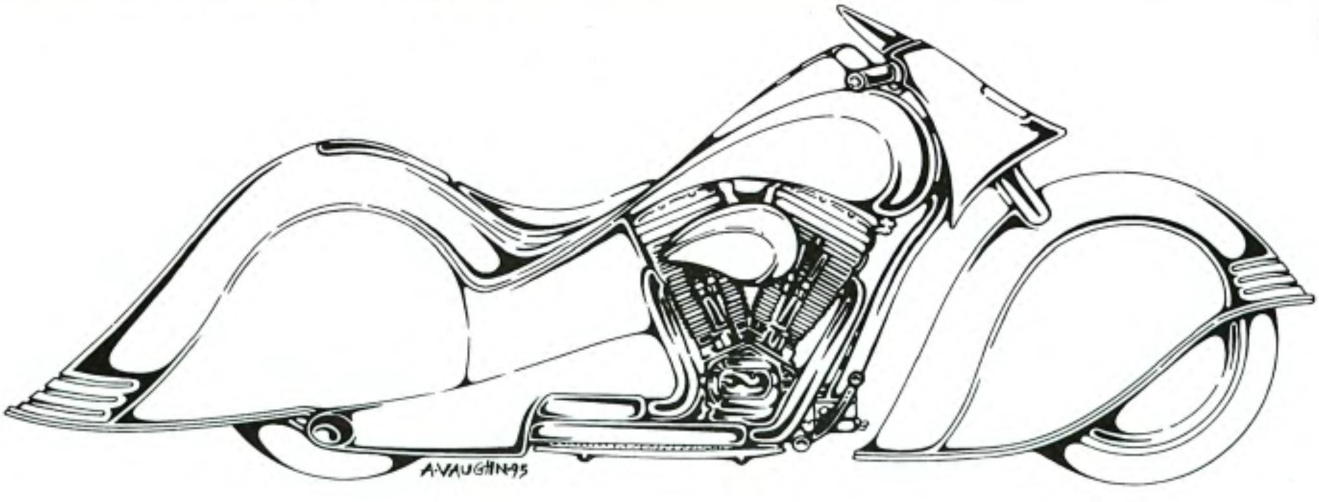

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Robert Bussa
McD's Lot, Laconia, N.H.
Evo Chopper

Photos: Michael Lichter

There is a term being used these days to describe a new lifestyle choice of some members of the NPR (National Public Radio) listening audience. Voluntary Simplicity. I have heard it used a few times, but never heard their definition, as I can only stand to listen to NPR long enough to turn it on, lock my dogs in the kitchen, and leave. I found that my dogs are less apt to chew the legs off the table when NPR is on, as opposed to the Midwestern hell ride on 97X, the future of rock 'n' roll.

I'm actually afraid to repeat the term Voluntary Simplicity, for fear that it has something to do with bead-sucking, dirt-eating hippies who live in tree houses in San Francisco and only ride bicycles, swearing off all technology and the internal combustion engine. But the lifestyle is far from new. Voluntary Simplicity is at the root of all pioneering endeavors. When explorers set out for the New World, they damn sure didn't bring along family heirlooms, a propane-powered curling iron, and a therapist—only the essentials. Cowboys out on the prairie needed only a sharp knife, a horse, and a song. The South American Huaorani Indians believe that having nothing and giving away what they do have is a sign of self-sufficiency and prowess. In their eyes, a person who hoards supplies is weak because he has no self-confidence in his ability to be successful in the hunt or acquiring what he needs to live tomorrow.

Simplicity has always been an important ingredient in the design of all great motorcycles. It was Edward Turner, a chief designer and general manager of the Triumph corporation, who said that the Triumph had to be small, light, and simple. Items that prove inadequate could be strengthened later, simplicity could not. He, however, didn't take into account chopper riders. The American chopper rider began simplifying full-dress Harleys and Indians for the maximum in performance and style. My father often tells me a story about wrecking his Indian in the '40s, in the early hours of the morning, on a logging road in Montana. It knocked out his headlight and bent his front fender into the tire. He was able to slowly ride till daylight because of the full moon, but had to cut the front fender off crudely with a saw borrowed from a logging truck that had stopped to help. He said it looked cool so he left it that way.

These days, with the aftermarket being what it is, chopper builders can easily design simplicity into their bikes. No need to buy what you don't need—a philosophy practiced by Robert Bussa, a man of few words and owner of this fine Evo chopper. Course, I have a special woody for Bob's chopper, with its dual belts, spun aluminum oil tank, high bars and wild paint job. No need for a full fairing, engraved primary cover or a bunch of billet thing-a-ma-jigs, just a good basic design. Whaddaya know?

—Flynch →

READERS' RIDES

Angela Cardelino
Silver Spring, Maryland
1989 Softail Custom

Photos: Billy Tinney

I've been without a TV for about six months now. Occasionally I miss it. I mean, I'm not totally missing the Rachel and Ross affair, not to mention the Rosie O'Donnell show. For the most part, I'm really enjoying the serenity, though it makes my house guests uncomfortable. I've been trying to figure out what else I don't need. Heat, maybe, and credit cards—a thousand dollars left and they're history. If I could wean myself of food, I could retire. My needs are simple, just like my chopper.

Sure I still have dreams and aspirations, like riding across Europe on a Swedish long bike, but for the most part, I'm almost content. I've partied hard with good friends like my buddies, Jack and the Govan brothers, built many bikes with my buds Moe, Pete, and Ken, and rode with only the best damn street fighters, David, Pete, Tom, Ken, Al, Jack, Chuck, Skinny, Mark, and Moe. I don't need crass commercialism shoved down my throat for true happiness.

That is what I love about bikers, you don't find aspirations of becoming corporate heads, staying overnight in the Lincoln bedroom, or dreams of a better life in the hereafter on a UFO. There is the open road and two wheels, all God's wonder at your fingertips. On the highway, all men are equal. Or should I say all persons? I was not shocked to know that Angela's goal in life was just to travel around the states on two wheels.

You see, Angela knows the world. Growing up with military parents, she has seen the Middle East and Europe, she was a champion motocross rider by the time she was 15, and now at 35 and single, is the owner of a successful biker clothing line called Iron Goddess. Still, the open road and her '89 Softail are all she needs.

And only amongst bikers could a scary experience become good campfire fodder. Last year in Daytona, Angela learned of a recall on Softails, specifically the hot wire on the battery and oil lines. The Softail caught fire while she was riding it. After figuring out what everybody was yelling about, she calmly stopped the bike and was able to put down the kickstand and help put out the flames. Luckily it didn't burn the snakeskin paint job by Dean's Designs in Silver Springs, Maryland. Angela says she'd like to publicly thank Cindy and Glen for their support. Just like it has always been, less is more, and simple is best.

—Flynch

Photos: owner

Steve Spurlock
La Grange, California
1980 Shovelhead

Have you ever met people who have the worst shit happen to them—plague, rot, locusts, divorce—but always seem to look at it as good luck? Well, Steve here tells me that at the age of 14 he was riding his Honda 305 when a lady in a '59 Caddy hit him head-on, putting him in the hospital for four months. He considers himself lucky to be alive.

Then, in the years before *Baywatch*, when men worked on their own bikes in their garages during the winter, Steve was trying to trace a shorted-out wire behind the gas tanks on his '80 Shovel. He figured he'd drain the gas into a can, forgetting about the kerosene heater running in his garage. The bike exploded and torched the front half of the bike, forcing Steve to roll the towering inferno outside into the driveway. Again lucky to be alive, he said now he had a legitimate reason to customize. (That was in the days of his first wife. "Hey," he said, "it could be worse, I could still be married to her!")

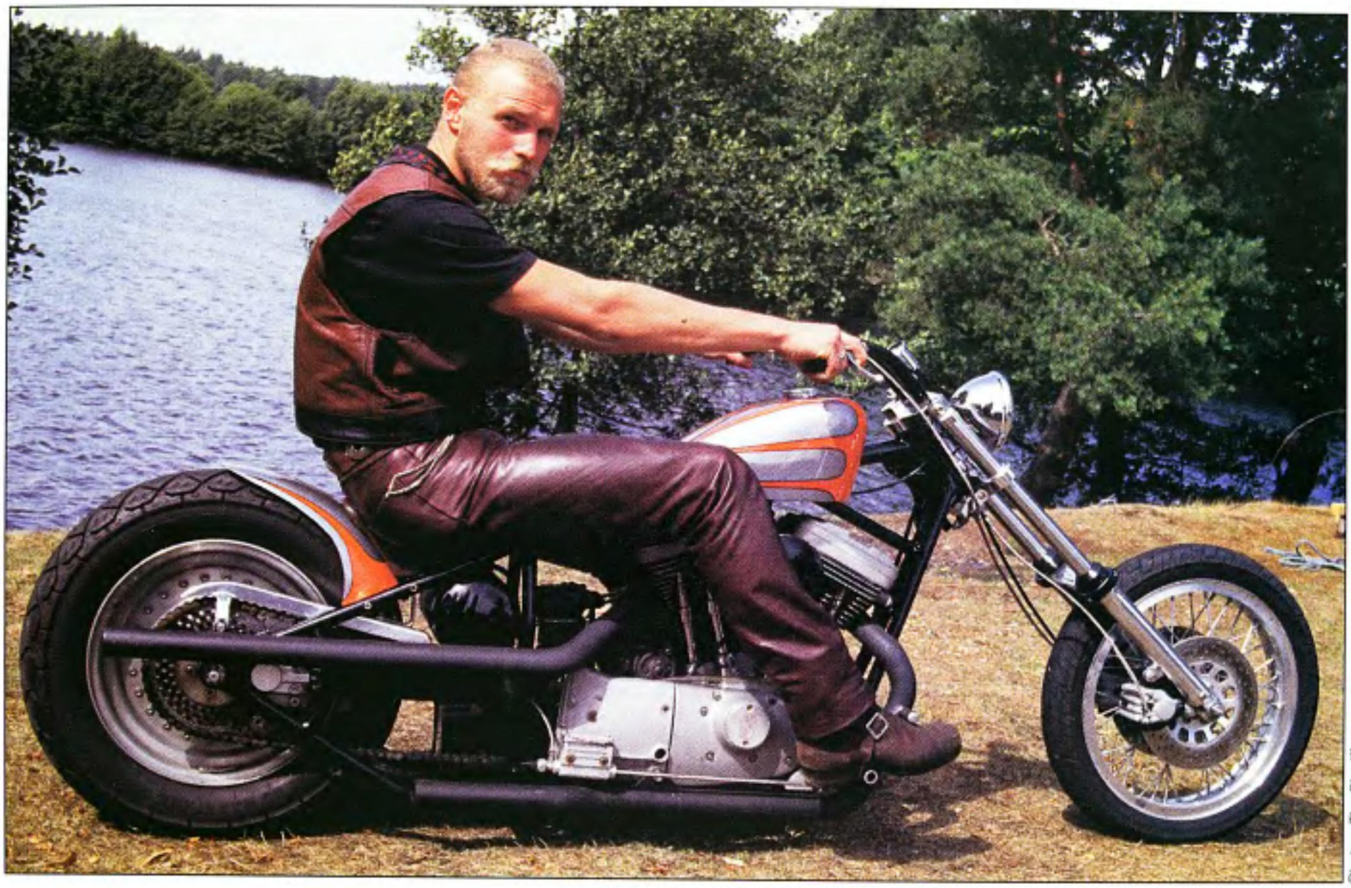
I guess Steve is pretty lucky, especially since he got the '80 Shovel in 1983 by trading labor. Seems Gene Justice, former owner of Modesto H-D, needed an in-ground swimming pool, and Steve just happened to build them at the time. Steve worked for seven months on weekends, and in the end got a basic black Super Glide. That would never happen today, what with the price of in-ground pools!

Rewind back to the charcoal Shovel in Steve's garage. Steve decided to make it better, shinier, and cooler than before, so in his own words, he "hoisted it up in the rafters and tore her down," with some help from Precision Scooters and Road Dog Cycles way up thar in Northern California. Not satisfied with that burnt flavor, he sent damn near everything out to be chromed, and painted the rest in '66 G.M. tropic turquoise acrylic enamel.

Steve is now an electrician for Acme Electric, single (there you go, ladies), and loves riding up Route 88 toward Reno. Reno—legal gambling and home of the Nevada Women's Correctional Institute. Hey, where else would a lucky guy like Steve ride to?

—*Flynch* →

READERS' RIDES



Photos: The Sheriff

Tan Anders
Laholm, Sweden
Spec. Const. Sportster

Yeah it's been 40 years since the origin of the Sportster, released parallel with Brando's biker movie. To be honest, it was a modified 750cc warbike; it took five years until the "real thing" appeared—a 900cc with a sporty look to attract buyers who earlier had bought British bikes.

Through the centuries, cubics have gone up and down, according to whatever the market demanded. One of my favorites is the XLCR, or Harley's own cafe racer, which didn't sell that well so now it's a collectible. The factory offered both 883cc and 1100cc, for just one year, in 1987, and later on they have chosen 883/1200 configurations. I prefer the small one because it's cheap; the 1200 isn't worth the money. It's better to go for the Big Twins if you want cubics.

Or, do like Tan Anders of Laholm, Sweden, and buy a 1100 engine and build a chopper. This rare motor—as I said made only in 1987—is good custom material. It's strange that more people didn't go for this alternative engine/gearbox in one piece—definitely easier. He built his own drag-looking rigid frame in 1989. The tubing is a mix of 25mm/38mm and is raked 45 degrees, which makes the Yamaha 750 fork look longer than its stock length.

His ride sports a front wheel from Nippon, a 2.75x18 rim covered by a Dunlop, the brakes are Yamaha. The rear wheel is a 15-incher from Calle's Chopperdelar, sprocket caliper from ISR—Swedish ingenuity working together. He kept the engine stock with a Keihin carb. Pipes are 1 3/4-inch for easy breathing. Tan points out that he spent approximately two years to get the bike ready, so he was able to get many parts cheap. If you're in a hurry, it will cost a bundle. The best example is his oil tank, originally a fire-extinguisher ... and rear fender from his girlfriend's father's car trailer. I told you it's like hunting—wait, wait, and *boom* you have to act quick when the opportunity knocks. Well don't steal too much from your relatives—they may shoot lead on your lead sled. Bad joke but it's midnight and I'm slippin' fast ...

—*Sheriff*

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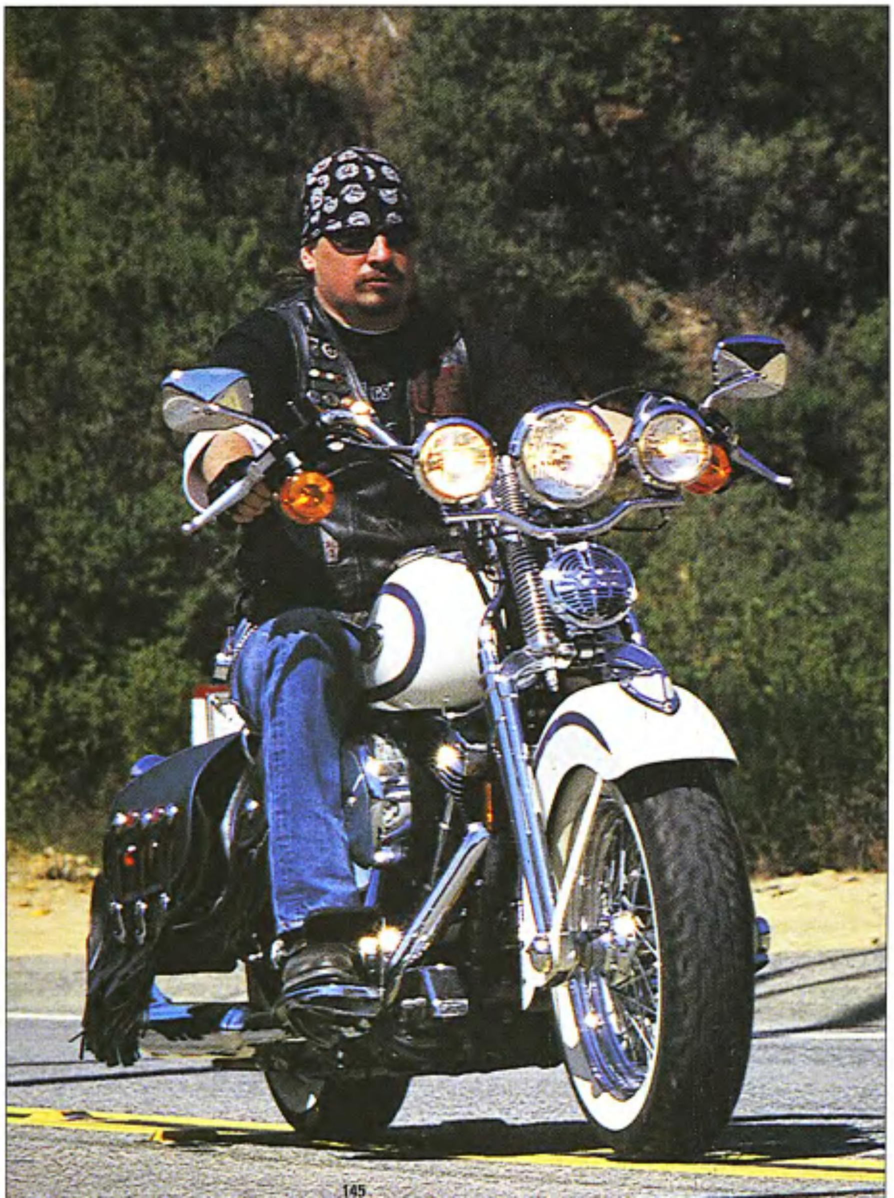
BACK TO THE FUTURE

1997 H-D FLSTS

Where the hell's Oil Can? Damn prospects. Never around when ya need 'em. So, I guess I'm supposed to write his article? Didn't somebody do that last time as well? Damn kids!

When I first heard about Harley-Davidson's reintroduction of the springer front end nearly a decade ago, I expected to see a motorcycle similar to the new 1997 FLSTS Heritage Springer. After all, Harley had bragged about how the '86 Heritage Softail was styled after the Panheads of the early '50s. It made sense that a new →



springer front end would be added to the Heritage Softail. It wasn't. But, I knew it should and eventually would be. Here it is, a little late but welcome just the same.

The key feature of the FLSTS is, of course, its shortened version of H-D's re-engineered springer fork. It has the hefty look of a girder bridge, complicated, busy, and absolutely machine-like. The fork also happens to work very well. Maybe it's the low friction bearing design or the way the wheel moves, but—Springer Harleys have the smoothest front ends in motorcycling. They also dive less under braking than any other Harley.

Front end styling has been finished off with a Panhead-era replica horn and front fender. The front end looks like a '53 with a disc brake added. The "hood ornament" on the fender even lights up. Everything but the fender and tire is chromed.

The frame and the rest of the chassis is the proven Softail design with styling touches to complete the Panhead nostalgia theme. A solo saddle with conchoed skirts blends in well with the large fringed and basket weave patterned leather saddlebags. The separate passenger seat is a little small for long rides. A solo rider might consider removing it; this bike is flat drop-dead gorgeous without that lump. Harley has seen the light and added a tombstone taillight and dual exhaust. Bring that together with the white paint (red or blue trim),

white walls, and the late '40s early '50s look—this factory Hog has taken the retro-Harley look back another decade.

It may appear old but the FLSTS's working parts are completely up-to-date. The Evolution motor started out as the best and most reliable Harley motor ever and it has gotten better over the years. It requires very little maintenance; occasional spark plugs and oil changes pretty much take care of its needs. It'll go an easy 100,000 miles if treated with respect.

The gearbox has also changed for the better during the last decade and a half. Ten years ago, when Harley had to start getting real quiet to pass federal emission testing, the gearbox alone was so noisy that it would make all Harleys fail the federal fly-by noise test. Well, not anymore. The gearbox in this ride is nearly silent, partly due to improved tolerances and partly because of the better clutch fitted back in 1989. This five-speed box is tough, trouble-free, and will last as long—if not longer —than the motor.

About the only regular power train work necessary, besides oil changes, is an occasional adjustment to the primary chain, which has a life of about 50-70,000 miles, and the rear drive belt which will often stay tight long enough to wear out a tire before it needs attention. I don't want to make you think that you can ignore maintenance on a current Harley, but—they need very little →

attention compared to Hogs from the time this one was styled to take you back to.

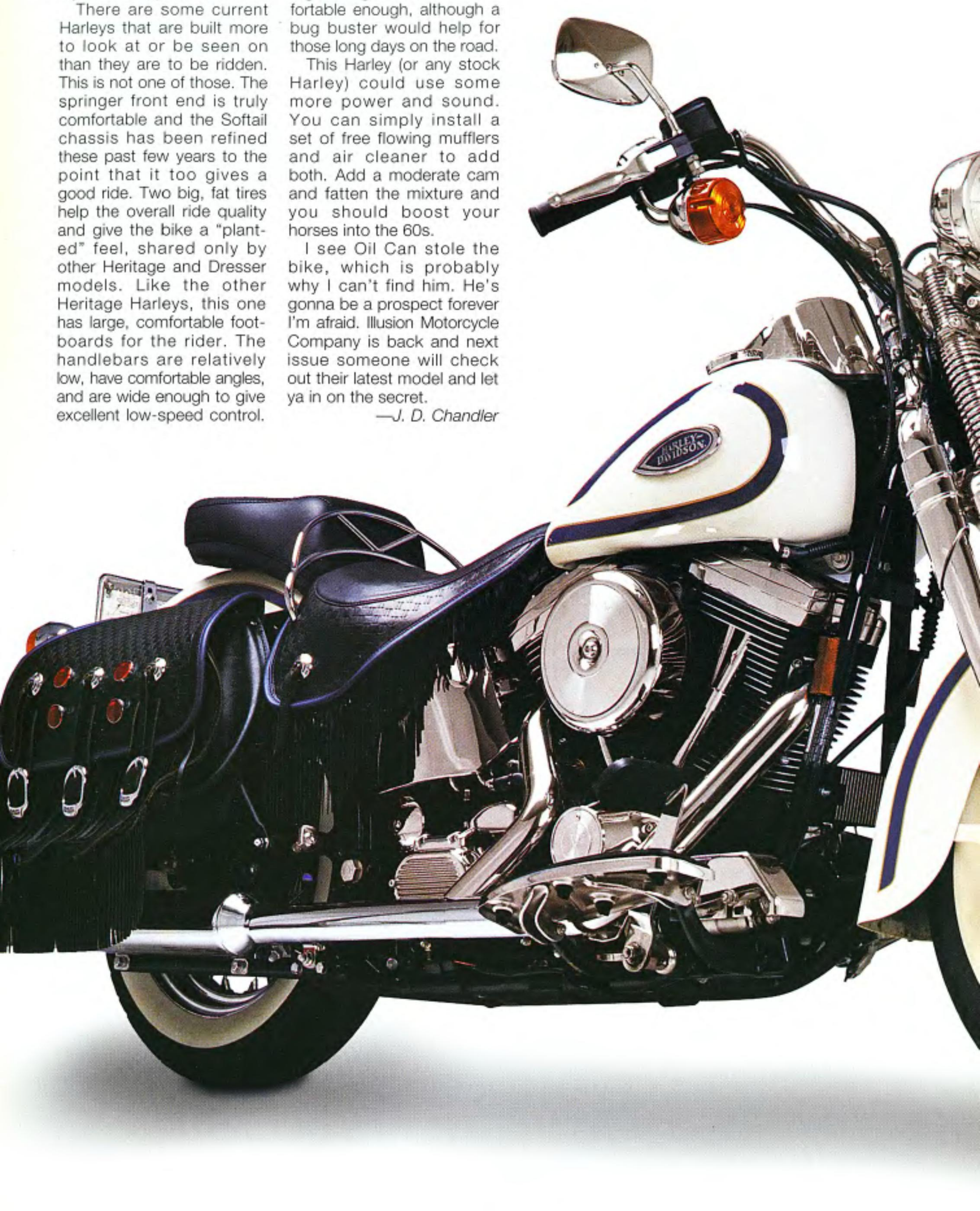
There are some current Harleys that are built more to look at or be seen on than they are to be ridden. This is not one of those. The springer front end is truly comfortable and the Softail chassis has been refined these past few years to the point that it too gives a good ride. Two big, fat tires help the overall ride quality and give the bike a "planted" feel, shared only by other Heritage and Dresser models. Like the other Heritage Harleys, this one has large, comfortable footboards for the rider. The handlebars are relatively low, have comfortable angles, and are wide enough to give excellent low-speed control.

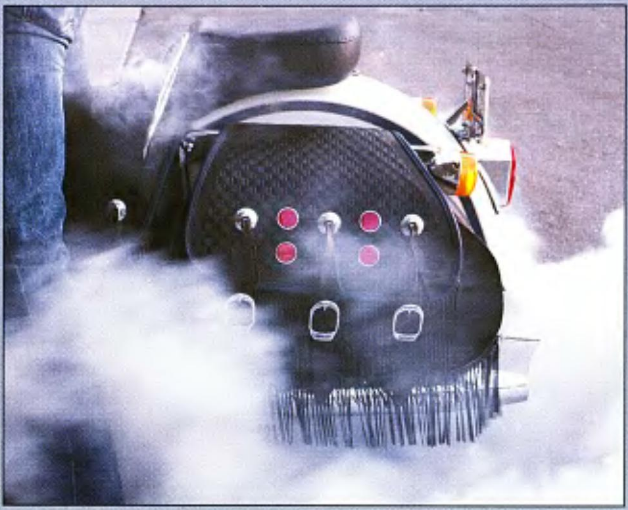
You can travel on this motorcycle. The bags are big enough and it is comfortable enough, although a bug buster would help for those long days on the road.

This Harley (or any stock Harley) could use some more power and sound. You can simply install a set of free flowing mufflers and air cleaner to add both. Add a moderate cam and fatten the mixture and you should boost your horses into the 60s.

I see Oil Can stole the bike, which is probably why I can't find him. He's gonna be a prospect forever I'm afraid. Illusion Motorcycle Company is back and next issue someone will check out their latest model and let ya in on the secret.

—J. D. Chandler





Manufacturer: ....Harley-Davidson
Year and model: ....1997 FLSTS Heritage Springer

Dimensions:

Length:................................94 inches
Seat height:.....................25.75 inches
Ground clearance: ....5 inches
Rake: ....31.25 degrees
Trail: ....6.30 inches
Wheelbase: ....66.1 inches
Fuel capacity: ....4.2-gallon (includes .4 gal. reserve)
Oil capacity: ....3 quarts
Dry weight: ....690 pounds
Gross vehicle weight:......1,135 pounds

Wheels

Front

Type: ....laced
Size: 16-inch
Tire:........................Dunlop whitewalls
Brake: ....11.5 x .20

Rear

Size: 16-inch
Tire:........................Dunlop whitewalls
Brake: ....11.5 x .23

Performance

City: ....43 mpg
Highway:..............................55 mpg
Braking at (60 mph):
Light load (200 lbs): ....161 feet
Maximum load: ....177 feet

Suspension travel

Front: ....4.2 inches
Rear: ....4.06 inches

Lean Angle

Right:...............................28 degrees
Left: ....28 degrees

Engine

Year and model:....................1997 Evo
Displacement:.............80 cubic inches
Ignition: ....Screamin' Eagle
Exhaust system: ..crossover fishtail duals
Air cleaner: ..8-inch round chrome with spun aluminum insert
Modifications: ....black and chrome engine trim

Frame

Type: ....mild steel, tubular

Forks

Type: ....chrome "Springer" style

Electrics

Battery: ....sealed 12-volt, 20 amp-hour
Charging: ....32-amp permanent magnet alternator
Starting:.........................1.2kw electric

Accessories/Instrumentation

Bars:....................................FLH style
Fenders: ......full coverage floating front, chrome rear fender supports
Headlight:........quartz halogen; 55-watt low, 60-watt high beam
Taillight: ....tombstone
Turn signals:........self-cancelling, 32 cp
Running lights:............front turn signals
Pegs: ....full-length operator footboards
Speedo: .....electronic w/odometer and resettable tripmeter; fuel gauge
Bars:....................................FLH style
Gas tank:............................4.2-gallon
Oil tank:................horseshoe, chromed
Seat: ....custom solo saddle; separate passenger seat w/chrome hand rail
Other: ..fringe style leather saddlebags, embossed basket weave, '40s-style front mounted horn, ribbed transmission cover, chrome hub cap cover

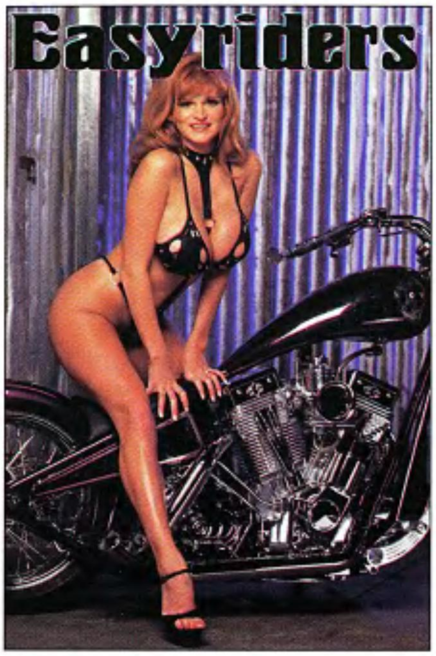
Paint

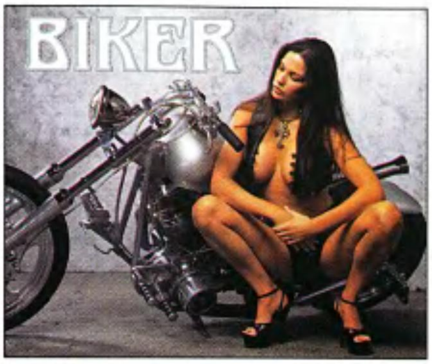
Colors: ....birch white with blue seat, saddlebag, and fuel tank trim; birch white with red seat, saddlebag, and fuel tank trim

Photos: ....Markus Cuff

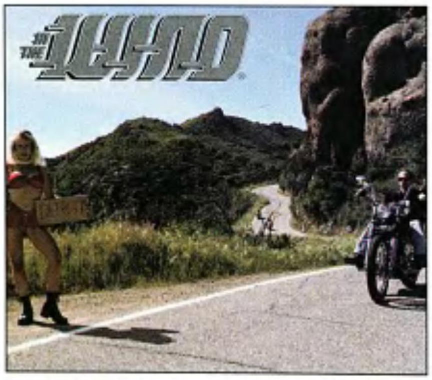
COMING AT YA

It's **August**. The days are hot and the nights are hotter, and we're making it downright steamy with an issue sure to have you sprinting to the cooler for a coldie. First up is our annual Sturgis Guide, a can't-do-without daily listing of all the serious action in Sturgis—from hillclimbs, to bike shows, to headliner concerts, to wet T-shirt contests. Keep it close while you're in the Black Hills. Then it's across the pond to Portugal and the Faro Bike Show, a showcase of the finest customs in Europe, and a helluva party to boot. Our six sizzling bike features this issue range from Frank Aliano's bad-ass Big Dog, to Mark Cohen's show-winning '96 Chopster, to Tom Baer's 1937 Crocker. Snake continues his series of Biker Types by delving into the mind of a margarita-swilling RUB. I know you're more into riding than wrenching this month, but our Service Department offers a treasure trove of tips, like how to fit a fat 200-series tire in a stock Softail frame, when it comes time for winter rebuilding. If it's about custom Harleys, it's in here. Don't miss it. *On sale July 1, 1997*

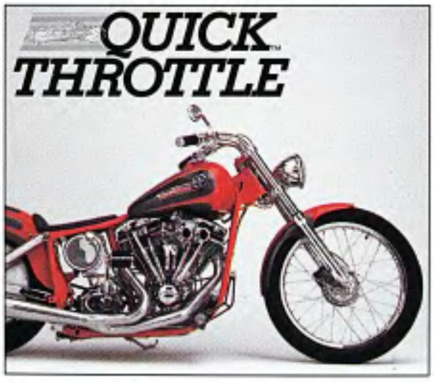




The **July** issue of *Biker* gets right down to risky business with the lack of taste and morals you've come to expect from the magazine for dissenting adults. On the heels of our wild *Biker* parties issue, we're getting back to abnormal with advice from Mutha, the wildest events in the country—like Southern California's Freedom Festival, the Bare Butt Putt, and little Sturgis in Arizona—and plenty of tantalizing T&A. Get yer hands on one now. *On sale now*



The **September** issue of *In The Wind* (#83), dips its wick into the middle of Daytona's Bike Week '97. We have photographic evidence of a wild and crazy time from nine photogs. Also, we kicked Oil Can's ass and made him scan the mail for the best freelance flicks from the event. See our feature bike, The Valdez, a '51 pan that's shot completely outdoors, pick up a lost hitchhiking sweetie. Plus, Travelin' Trails sees three New York City bros take on California's desert. *On sale June 10.*



Fireworks won't be the only thing exploding in **July** because the next *Quick Throttle* is blasting your way, packed with loads of hot racing action and trick tech tips for the most discriminating gearheads. Check out Kenny Boyce's blower bike, the best Street Customs from the *Easyriders* Bike Show in North Carolina, and Russ Tom's fierce FXD, to name a few. Moroso and Gainesville top the racing events, and, as always, we'll show ya how to get more bang for your buck. *On sale now*

VQ No. 15, **August**, offers a bevy of outrageous customs and classic antiques from Scott Angelos' majestic magenta Softail, to Skip and Cathy Hoagland's Coca-Cola King, to Carmen Tom's 1926 JD. Hang out at *Easyriders* of Fresno, California, visit the Indian Rally in Springfield, Massachusetts, and meet madman Master Builder Lou Falcigno of Florida. *VQ* is the all-color magazine for the cycle connoisseur. Check it out. *On sale now*

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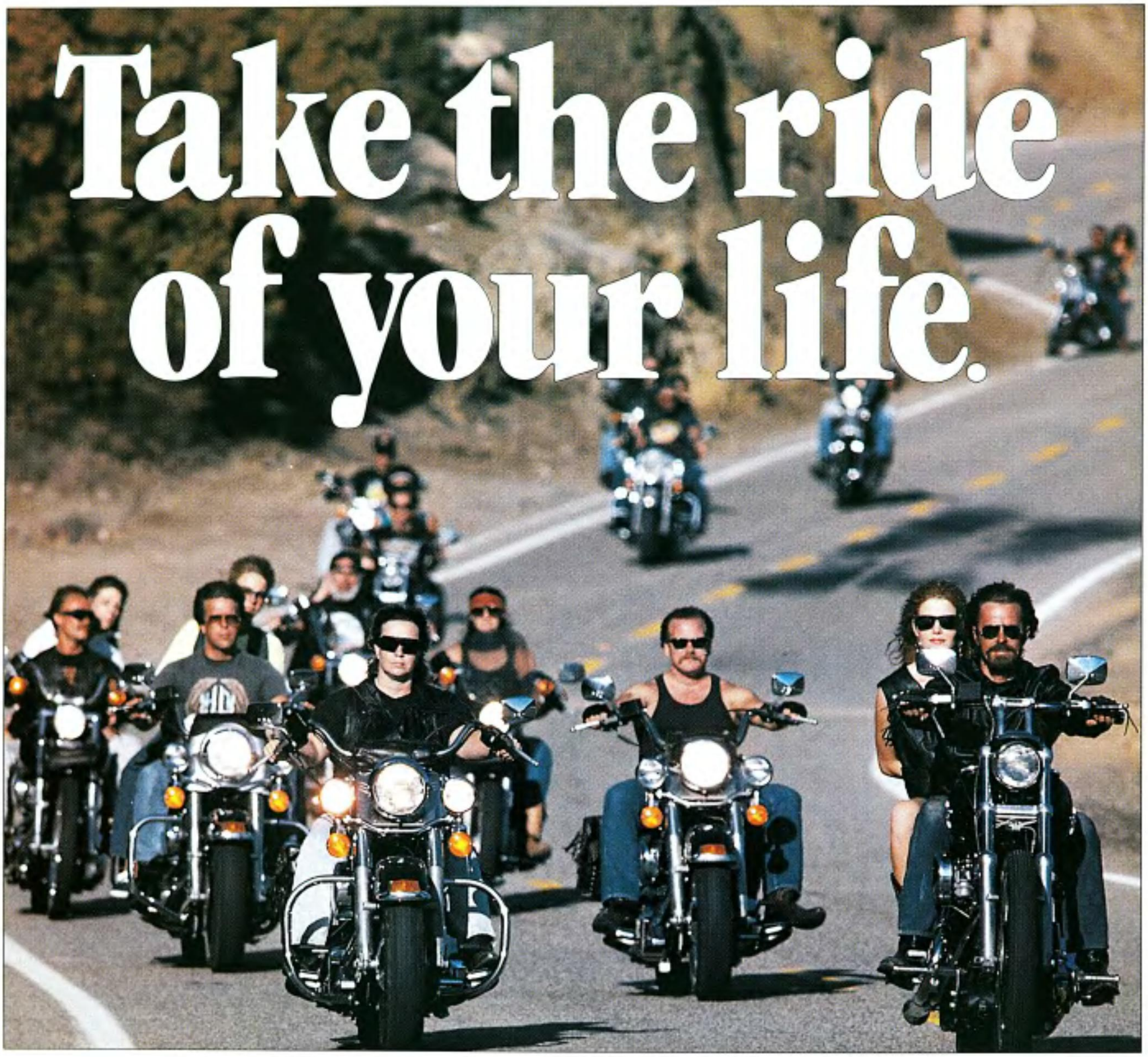

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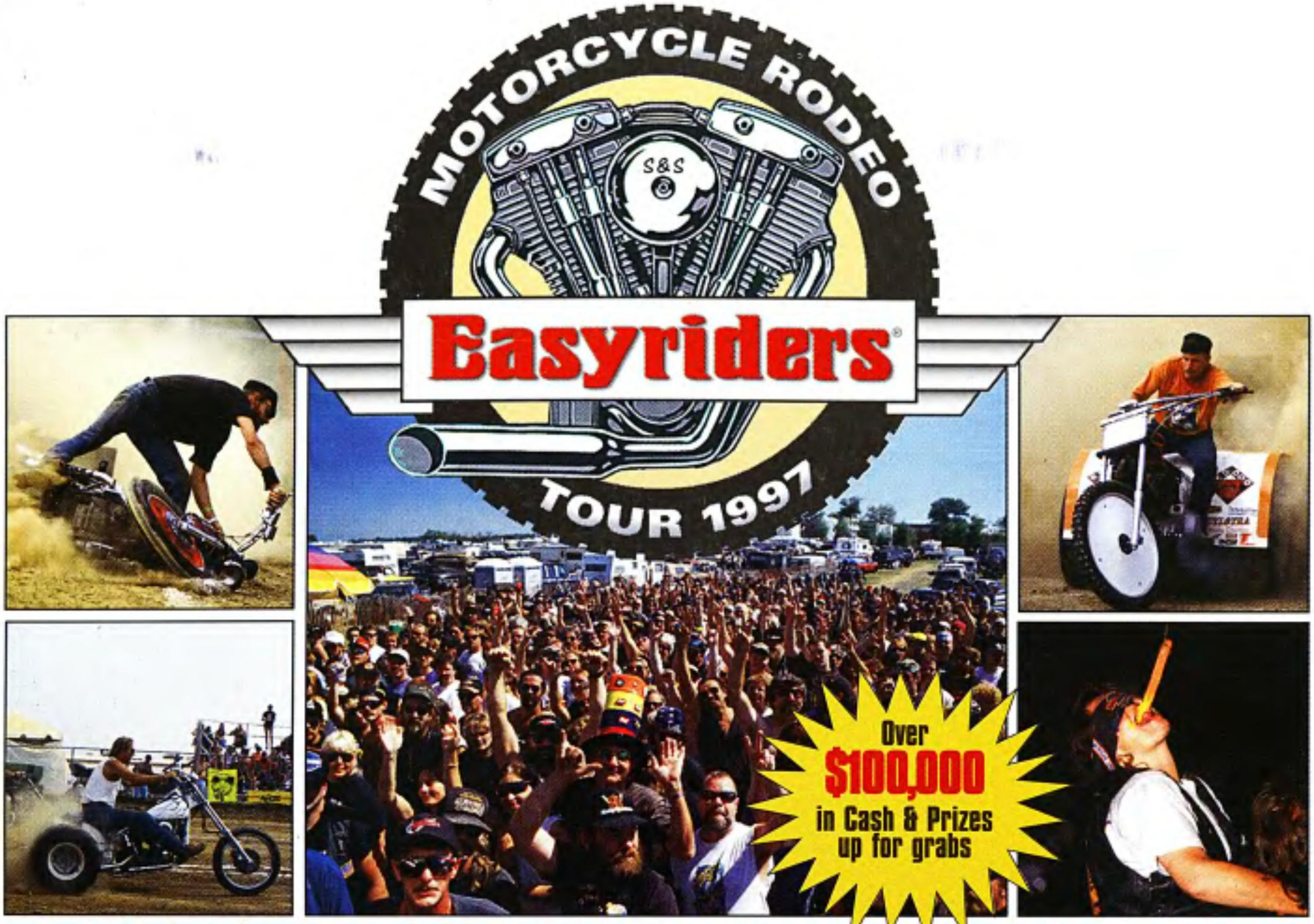

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